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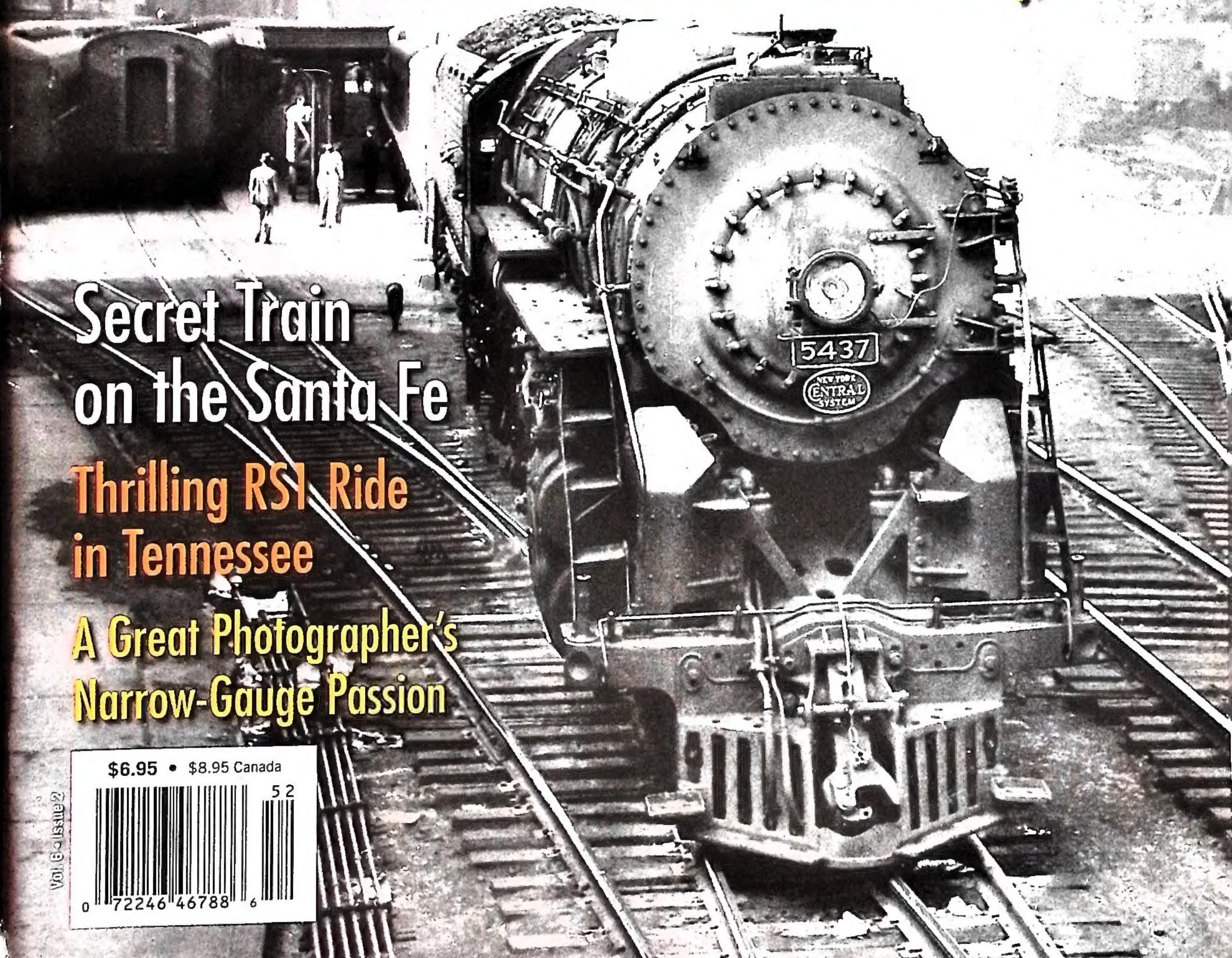

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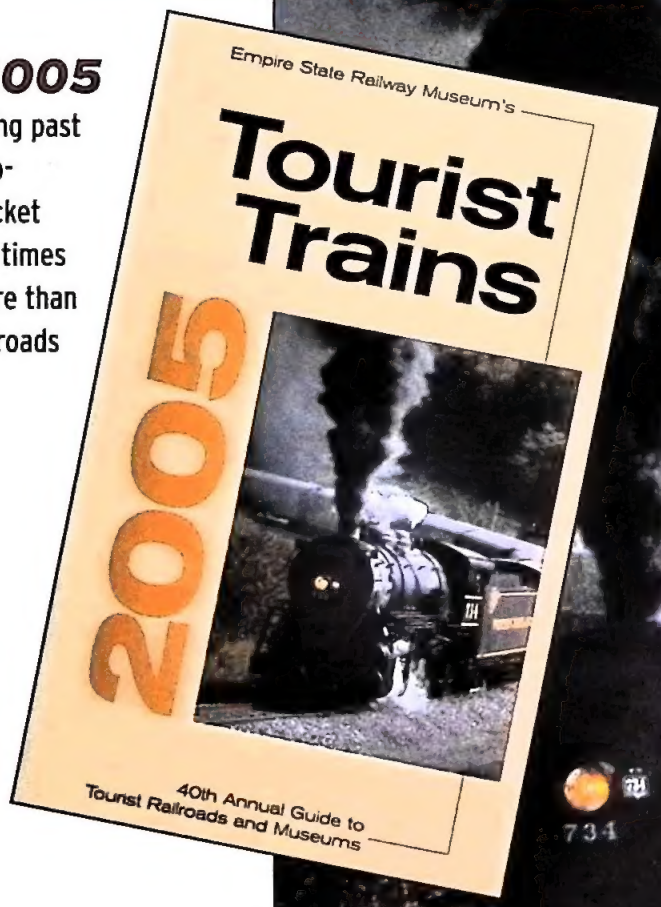

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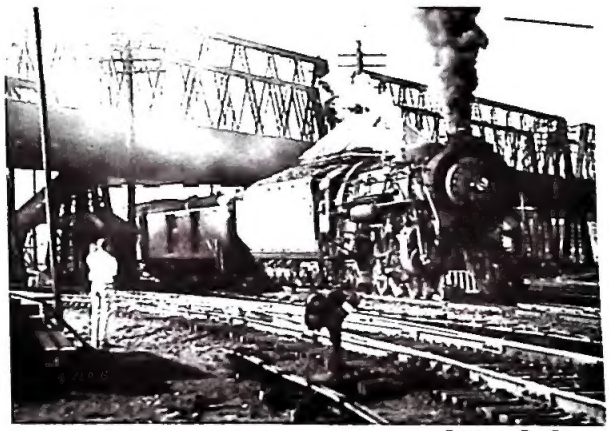
Editor's Page

We all have our Troys

ILL MIDDLETON'S PHOTO ESSAY about his train-watching experiences in and around Troy, N.Y., [pages 20-31] may strike a familiar chord with many of you. True, we all weren't there with Bill and his college buddies to witness the railroad scene in New York State's Capital District in the late 1940's. But it's easy to relate to the camraderie, adventure, and thrill of discovery shared by that band of rail-minded engineering students more than five decades ago.

Throughout our rail-enthusiast "careers," certain mixtures of place, time, and company combine to make the train-watching especially satisfying. The passage of years only adds to the luster of such periods. For some, the "golden age" might be when they were chasing the last of steam. Others might recall with fondness the train rides they took with friends on the eve of Amtrak, or the excitement of the passenger carrier's early "rainbow years." Still others might look back on the regional railroad movement of the 1980's, when new players, some with old names, were bucking the trend toward ever-larger, more impersonal systems. And who doesn't cherish those early train-chasing trips with people who became lifelong friends?

In a photo by one of his fellow "Boomers," Bill Middleton takes the picture of NYC train 144 seen on page 26.



STEVEN D. SMITH

Whatever your special memories—your Troys, as it were—we promise to help keep them alive in the pages of CLASSIC TRAINS.

Robert S. McGonigal

ClassicTrains
THE GOLDEN YEARS OF RAILROADING

SUMMER 2005 • VOLUME 6 NUMBER 2

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ON THE COVER: New York Central J-3a Hudson 5437 leaves compact but bustling Troy (N.Y.) Union Station with New York-bound train 144 in May 1949 (see page 20). William D. Middleton photo.

LEFT: Bill Moedinger got a unique view of the Animas River canyon when he rode the roof of a stock car down the D&RGW narrow-gauge line between Silverton and Durango, Colo., in 1942 (see page 64).

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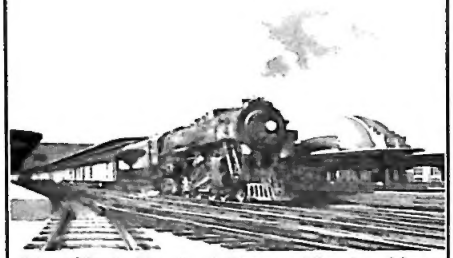

New York Central Steam Finale: New program with mid-1950's steam in Ohio and Indiana. See shots north of Cincinnati around Sharonville, west of Cincinnati with doubleheaders from Riverside, and riding the passenger trains with Hudsons to Chicago from Cincinnati. 8mm films from Warren Scholl M&N, D/VHS 60 Min. $29.95

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Contributors

Kurt R. Bell ["William Moedinger: A True Pioneer," pages 64-73] is an Archivist at the Railroad Museum of Pennsylvania. He has authored over 25 articles on rail history and preservation, and is now writing 4 books. He's also been a conductor on the Strasburg Rail Road for 13 years. He thanks Linn Moedinger, Peg Moedinger, and John D. Denney Jr. for their help with his article. Kurt is a former *Locomotive & Railway Preservation* magazine staffer, but this is his first CLASSIC TRAINS byline.

Chris Burger ["Executive Recruiter," pages 56-57] retired in 1998 as CEO of Indiana shortline holding company Central Properties, Inc. Prior to that, he was General Manager of Central Vermont Railway, and before that, held operating jobs with Chicago & North Western from Trainmaster to Assistant Vice President-Transportation and G.M. His first rail job was as with NYC as a Signal Helper. He worked briefly for the New Haven and did military duty in a U.S. Army Railway Operating Battalion. His photos and several articles have been in TRAINS, but this is his first story in CT.

Steve Glischinski ["MN&S," pages 16-19] began taking train photos in 1970, at age 13. His first article for TRAINS magazine appeared in 1984; he is now a special correspondent for TRAINS. Steve is the author of five railroad books, on topics such as the Burlington Northern, Santa Fe, Wisconsin Central (with Otto Dobnick), and Milwaukee Road 261. While attending the University of Minnesota at Duluth, he worked part-time for the Escanaba & Lake Superior Railroad. Steve, his wife Lori, and their 7-year-old son live in suburban St. Paul. This is his third CLASSIC TRAINS byline.

Denny Hamilton ["A Ride on the Tennessee," pages 74-79] is a native of Cincinnati and a graduate of the University of Cincinnati. In the summers, he worked on the steamboat *Delta Queen* (right); after college, he served as the *DQ*'s purser. He parlayed his love of passenger trains into a 25-year career with Amtrak, working in the Sales and Passenger Services departments in five cities. He is now advertising sales representative for MODEL RAILROADER. A father of three, Denny lives in Waukesha, Wis., with his wife, Gayle. This is his first CT byline.

George H. Hamlin ["One Day at . . . Joliet, Ill.," pages 58-63], also a Cincinnati native, counts rides on NYC's *Ohio State Limited*, *Mercury*, and *Empire State Express*, plus visits to Cincinnati Union Terminal's roundhouse, among his memories. He now lives in Fairfax, Va. He has a BA in Economics from Washington & Lee University and an MS in Transportation from Northwestern. A lifelong railfan, he has a similar interest in commercial aviation. In addition to a career in the industry (airlines, manufacturing, consulting), George is the author of three books on airline history and has had numerous articles and photos in rail and airline publications. This is his first CLASSIC TRAINS byline.

William D. Middleton ["The Trains of Troy," pages 22-35] has written hundreds of books and articles on railroads; his story in this issue is his fourth for CT. He is editing an encyclopedia of railroading, to be published by Indiana University Press.

Bert Pennypacker ["From Buffalo Limiteds to Hoboken Commuters," pages 46-49] has written extensively about railroading for more than 45 years. This is his fourth CLASSIC TRAINS byline.

Don R. Richardson ["The Secret Borax Train," pages 36-39] retired in 1996 after a 44-year railroad career. His one previous CT article ["Master of the L.A. Division"] was in our Summer 2002 issue. ■

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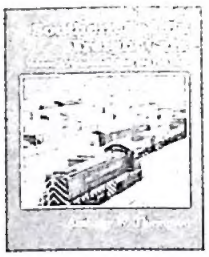

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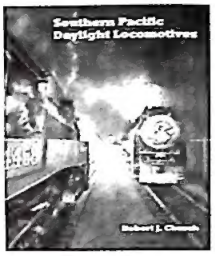

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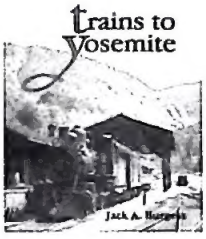

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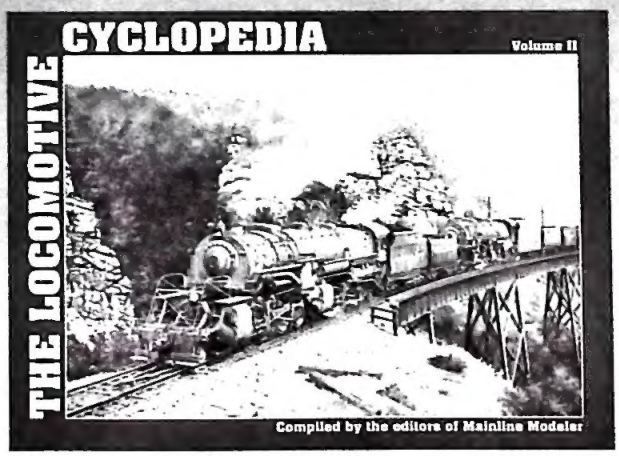

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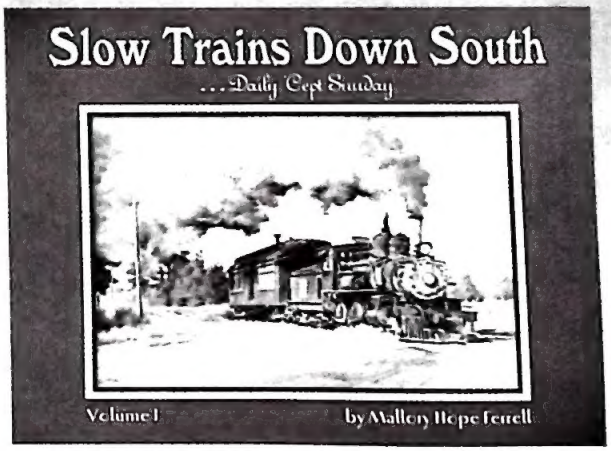

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Traffic-stopper

The occasion of a Chicago North Shore & Milwaukee train sashaying out of its northern terminal at 6th and Michigan Streets in Milwaukee was so routine that there were no special signals for auto traffic. In 1952, the year of this photo, outbound trains negotiated the S-curve across Clybourn Street 18 times each weekday. Once straightened out, they'd notch up a bit and head south across the 6th Street viaduct, which carried vehicles and the North Shore Line's double track across the Menomonee River and two Milwaukee Road main lines. In general, a North Shore train left Milwaukee every hour on the hour, 6 a.m. to 1 a.m. This three-car limited is departing on September 26, and from the shadows would appear to be the 4 p.m. train, or perhaps the 6:05 (one of two leaving not "on the hour"). The North Shore's two Electroliner trains made 2½ round trips a day, which meant every third Milwaukee departure, from 8 a.m. to 8 p.m., was a streamliner. The interurban quit in January 1963, a few years ahead of the inception of government help for such urban passenger rail services.

MERT LEET

Touching all bases

In my 55-plus years as a "train nut" (it started with my first cab ride, on a C&O steam switcher in Lexington, Ky., at age 2½), I can't remember a single magazine that touched more of my life than did Spring 2005 CLASSIC TRAINS!

The Pere Marquette family portrait on pages 8-9 ["True Color"] recalled local Chesapeake & Ohio Kentucky Subdivision operations, including trips to Louisville on the *George Washington*, powered by BL2's. As a teen, I wrote many a letter to C&O's p.r. department in Terminal Tower in Cleveland ["The Van Sweringens Reach for the Stars," by Herbert H. Harwood Jr., pages 20-31], and I can't tell you how many Chessie calendars I received from them.

David Johnston's Gulf, Mobile & Ohio piece ["Fallen Flags Remembered," pages 16-19] conjured up the nine years I served as minister of the First Christian Church in Jackson, Tenn. My three sons and I regularly visited what by then was Illinois Central *Gulf*'s Iselin Shops and yard. We witnessed the closing of the shops and the last ICG train out of town when Norfolk Southern bought the line from Fulton, Ky., to Corinth, Miss. Jackson has an I. B. Tigrett Middle School.

The two-page spread of N&W Class J 609 [pages 42-43, "Orders Placed for Five Steam Superstars"] misses by two the number of my all-time favorite steamer, the resuscitated 611, whose digits I include in my e-mail address.

Your reprint of David P. Morgan's "New Dress For Opposed Pistons" [pages 52-55] recalls the constant-pitch drumming of Southern's H15-44's in local freight service through my central Kentucky hometown in the early '60's, with their plumes of blue-white smoke.

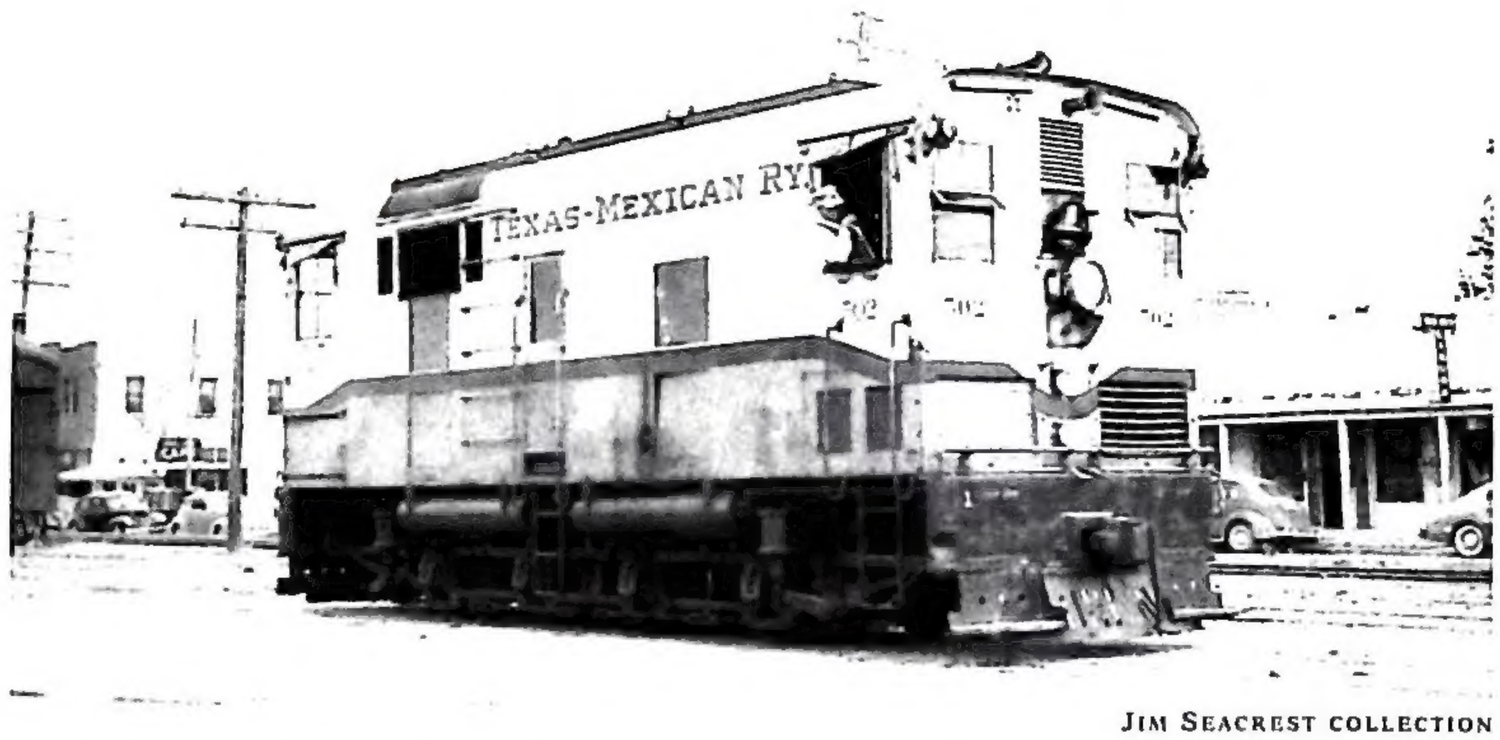
Greg McDonnell's "Biggest News Since 1939" [pages 76-79] reopened my mental file on the arrival of Southern's own SD45's, the trickle-down effect of which sent the FM's to pasture. On a summer evening, nearly new SD45 3152 rolled to a brief stop at the Georgetown, Ky., depot, and a friendly engineer invited us "depot rats" up for a quick tour of the cab. A G-scale 3152 decorates my office desktop today.

Perhaps the East Broad Top ["Mr. Kovalchick's Full-size Train Set," by Dan Cupper, pages 70-75], helped inspire the Southern Steam Program, which we also got to see "up close and personal." I even got a handshake from Graham Claytor himself on one of the early excursions on the CNO&TP "Rat Hole."

The four-railroad marriage that created Burlington Northern ["Just A Hint of Green," by J. David Ingles, pages 80-89], was just 18 days before my wife and I wed in March 1970. My in-laws lived west of Louisville in southern Indiana, and I looked forward to visits there so I could "run over the hill" in attempts to catch BN run-through diesels. On one occasion, such a consist included an NP RS3, a GN F unit, an SP&S C636, and a CB&Q SD24 freshly repainted green.

Finally, in Frankfort, Ky., in 1979, I rode Detroit, Toledo & Ironton GP38 204 in local service ["Classic Year, 1980: Abandonments, Mergers, Deregulation," pages 96-97]. Now that I live in north Georgia, perhaps time will allow me to search for traces of the "Curved Sides to Stone Mountain" ["Car Stop," pages 108-109]. All this was from just looking at the photos—wait until I read the text!

Mike Gillespie, Cumming, Ga.



JIM SEACREST COLLECTION

Texas-Mexican dieselized in 1939 with seven 0-8-0 Whitcomb box-cabs; 502 was at Corpus Christi on May 15, 1941. After World War II, Tex-Mex assembled four similar units of its own.

First, but not very large

On page 17, David Johnston says "the merged carrier [GM&O] was the first large Class 1 road to dieselize . . ."

I grew up in Laredo, Texas, watching the Texas- Mexican Railway build its *second* batch of box-cab diesels, and I've always been told that the Tex-Mex—which, granted, was only 160 miles long—was the first Class 1 road to dieselize.

Harry L.C.T. Andrews Jr.
Clinton, Miss.

¶ *Tex-Mex will get its due in a story on early Class 1 dieselizations in* DIESEL VICTORY, CLASSIC TRAINS' *Special Edition No. 4, due out in November 2005.—J.D.I.*

Historic PCC's survive

On page 33 in G. Mac Sebree's "PCC: The Wonder Car," in the photo of four streetcars exhibited at a transit industry convention in Cleveland, the third car from right is Chicago Surface Lines 4001. This car still exists. It was preserved by the Chicago Transit Authority and is at Illinois Railway Museum, where it is undergoing restoration.

Kermit Krueger, Evergreen Park, Ill.

I would like to clarify the disposition of the Twin Cities 141 cars. When the system was torn up, 20 cars were repainted and sold to Shaker Heights Rapid Transit of Cleveland, Ohio. Next, 30 cars went to Pubic Service Coordinated Transport in Newark, N.J. The remaining 91 were rehabilitated and went to Mexico City. About 1992, one of the Newark cars, TCRT 322, was returned to the Twin Cities and rebuilt by the Minnesota Transportation Museum. It runs

occasionally on MTM's Como-Harriet Street car line in Minneapolis.

Gordon C. Bassett
Colorado Springs, Colo.

It is important to remember that American streetcars did not die an entirely natural death. In 1936, General Motors, along with Mack Manufacturing, Standard Oil of California, Phillips Petroleum, Firestone Tire, and the Federal Engineering Corporation, established National City Lines, whose mission was to buy streetcar lines and replace them with GM and Mack buses. NCL and its parent companies were convicted of conspiring to monopolize a part of the trade and commerce of the United States, but the 1949 conviction could not undo the damage done by NCL over the previous 13 years.

Steve Wylder, Philadelphia, Pa.

Needed: better Big Boy photo

The photo section, "Orders Placed for Five Steam Superstars" [pages 36-45], was well done except for the last photo, of the UP Big Boy. It is, well, awful. Surely with just a little effort you could have come up with a photo that would have done justice to this fine locomotive.

Robert C. Guhr, Rolling Meadows, Ill.

Yes, it's blue

Is it me, or does the photo on page 78 of EMD 434 ["Biggest News Since 1939"] look like the locomotive is painted a very dark green, not blue?

Kevin Piper, Lincoln, Neb.

¶ *It was indeed dark blue.—J.D.I.*

Another Class 1 Shay owner

Rob McGonigal's piece on Western Maryland's big Shay ["Big 6," pages 46-51], was excellent. His list of Class 1's that owned and operated Shays during the 20th century failed to note one: Louisville & Nashville, which acquired two-truck Shay 1200, an 1893 Lima, with the Cumberland River & Tennessee in 1901. L&N sold the Shay in 1904.

Ron Flanary, Big Stone Gap, Va.

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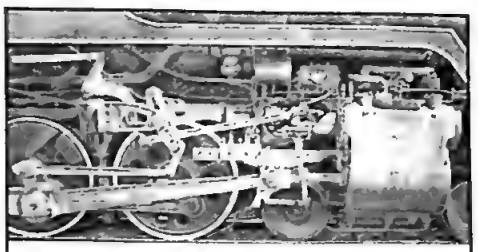
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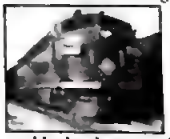
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Those early streamliners

Your Special Edition No. 3, STREAMLINER PIONEERS, had an excellent selection of material. All articles were well-written, and they gave a great perspective on business, people, engineering, styling, and history. The excellent array of photos was well-captioned, beautifully keyed to the subject and flow, and informative and educational. I just cannot say enough about the thought, planning, and execution that went into the publication.

Jan Hyde, Brooklyn, N.Y.

As always, your Special Edition was excellent, but please consider getting rid of the perfect binding and going to the saddle-stich type used on CLASSIC TRAINS and the other Kalmbach magazines to which I subscribe. The deeper you get into the pages, the less you see of a picture that spans the center, and after a while the binding starts to fall apart.

Robert Hornsby, Wimberley, Texas

"Winton," by Carl R. Byron [pages 38-48], was excellent. Byron mentions on page 47 that at least eight World War II submarines are on display and that most contain their Cleveland power plants, "but likely in far-from-operable condition." I can't speak for the other seven, but in one "Gato Class" submarine, the SS245 USS *Cobia* docked in Manitowoc, Wis., at the Wisconsin Maritime Museum, three of the four 16-278-A Winton diesels are operable. I have participated in several engine start-ups. The Web site is wisconsinmaritime.org.

David W. Heckmann, Newton, Wis.

Having spent my summers growing up around Portland, Maine, and knowing of the demise of its magnificent Union Station, I was overjoyed to see that station pictured, complete with its trainshed, on page 48 with the *Flying Yankee*. I have never before seen such a beautiful picture from that angle. Thanks for making my day and taking me back to my youth and a long-lost part of Maine Central history.

Austin J. Taylor
Davie, Fla.

I appreciated Les Hammer's "Hollywood's Zephyr Ride" [pages 104-110], which appealed to my dual interest in movies and trains. There is a "prequel" to the story of the *Zephyr*'s stardom.

Several weeks before the *Zephyr* was christened, one of Hollywood's top movie moguls, Carl Laemmle, the head of Universal Pictures, wrote directly to Burlington Route President Ralph Budd. In a letter dated March 22, 1934, Laemmle asked Budd for exclusive screen rights to the new train, which he intended to use as the climax of a proposed feature film that would dramatize the history of America's railroads. Budd, always eager to foster positive publicity for the railroad industry in general and CB&Q in particular, enthusiastically agreed to the proposal, and Universal's New York office sent a cameraman to Philadelphia to shoot what amounted to a screen test of the *Zephyr*.

Alas, to Budd's disappointment, Universal's railroad film died aborning, as announced by a telegram from the studio dated May 9: "Tried hard find suitable story for streamline train but failed therefore abandoning proposition." Some of the *Zephyr* test footage apparently later found its way into a Universal newsreel.

I've seen *The Silver Streak* and am inclined to think RKO also failed to "find suitable story for streamline train," but at the least, that movie is an interesting artifact from a time when Hollywood thought of a new train as potentially "good box office."

Curtis L. Katz, Chicago, Ill.

Copies of STREAMLINER PIONEERS are still available; to order one, call (800) 533-6644. DIESEL VICTORY, our Special Edition No. 4, covering the steam-to-diesel transition, will be published in November 2005; see page 15 for details.

tower [pages 20-31] was built. I am a retired Railway Post Office clerk and was a substitute out of Cleveland for a couple of years, then had a regular run to Cincinnati, down on New York Central train 433 and return on 426. I also worked train 35 to Chicago.

Herbert G. Kehr, San Diego, Calif.

My parents moved to Shaker Heights in 1930, nine years before my birth. In that era before shopping malls, going downtown was a common occurrence. How magical that CUT concourse seemed when one walked up from the "Rapid" station and into the complex of Fred Harvey stores. I particularly remember the toy store directly opposite the Rapid exit.

John Blake, Middletown, Ohio

Words can't express the pleasure I experienced reading Herb Harwood's article. I was an engineman out of Cleveland on the Big Four Division of the NYC. By agreement, Big Four crews had the East End jobs and Toledo Division crews the West End. We had first-, second-, and third-trick jobs plus another, designated S-50, on second trick.

Assigned a GP9, S-50 would work with the second-trick switcher at the peak train arrival times, 5 to 7 p.m. As Harwood wrote, toward the end of the shift, S-50 would take a baggage car and coach to Collinwood to meet the *20th Century Limited* and change mail crews and mail while the *Century*'s engines were being fueled and watered. There was a lively poker game going on in the coach in both directions. Running that little train with the Geep was a blast.

I went on to become assistant to the director of technical research for the Central and was the power-plant project engineer and operator of the jet-powered RDC No. M-497 during its high-speed tests in western Ohio.

Donald C. Wetzel, Strongsville, Ohio

More reprints from TRAINS?

Thanks for publishing David P. Morgan's and Jerry A. Pinkepank's Fairbanks-Morse C-Liner articles [pages 52-57]. It's a great idea to re-run old TRAINS articles in CLASSIC TRAINS, even as they were originally published. How can I get

a copy of the original "Born at Beloit?"
Chris Macey, Venetia, Pa.

¶ For TRAINS issues that are out of print—generally all before 1980 with a smattering since then—our Customer Sales and Service Dept. offers, for a nominal charge, photocopies for personal use of individual articles. Contacts: phone (800) 533-6644; fax (262) 796-1615; e-mail customerservice@kalmbach.com.—R.S.M.

Loving those 1970 prices

Kudos to Senior Editor Dave Ingles for his detailed report in "Just a Hint of Green" [pages 80-89]. I am amazed at the detail in this story, especially the cost of various services he and his late friend Ken Crist purchased en route. I log the same data on trips I take today and hope to put that information to use in a similar fashion in the future!
Phil Brooks, Speedway, Ind.

Dave Ingles' "Just a Hint of Green" reminded me of when the late railroad artist Russ Porter, our mutual friend Bob Ferge, and I would frequently go out prowling around northern Illinois, where the variety of motive power in the time of the new BN merger was fantastic. The CB&Q was "my railroad," but the 1970's were "my time."
Bob Bullermann, Greenfield, Wis.

I am impressed with Dave Ingles' incredible accounting techniques. He'll be just fine if the IRS decides to belatedly audit him for 1970. I wonder, though, did those bells on NP Geeps end up in the same basements as the GN and NP F-unit nose heralds?
Scott A. Hartley, Watertown, Conn.

That *Canadian* cover

The best thing in this great issue is the cover photo of the meet of Canadian Pacific's *Canadians*, by an old friend of mine, Robert J. Sandusky, with whom in the late 1950's and early '60's I spent a lot of time. Bob and I made numerous photo jaunts, and on many fair-weather Sundays we worked at the Halton County Radial Railway trolley museum at Rockwood, Ontario. Bob has been very generous in allowing authors of Canadian railway books access to his fine

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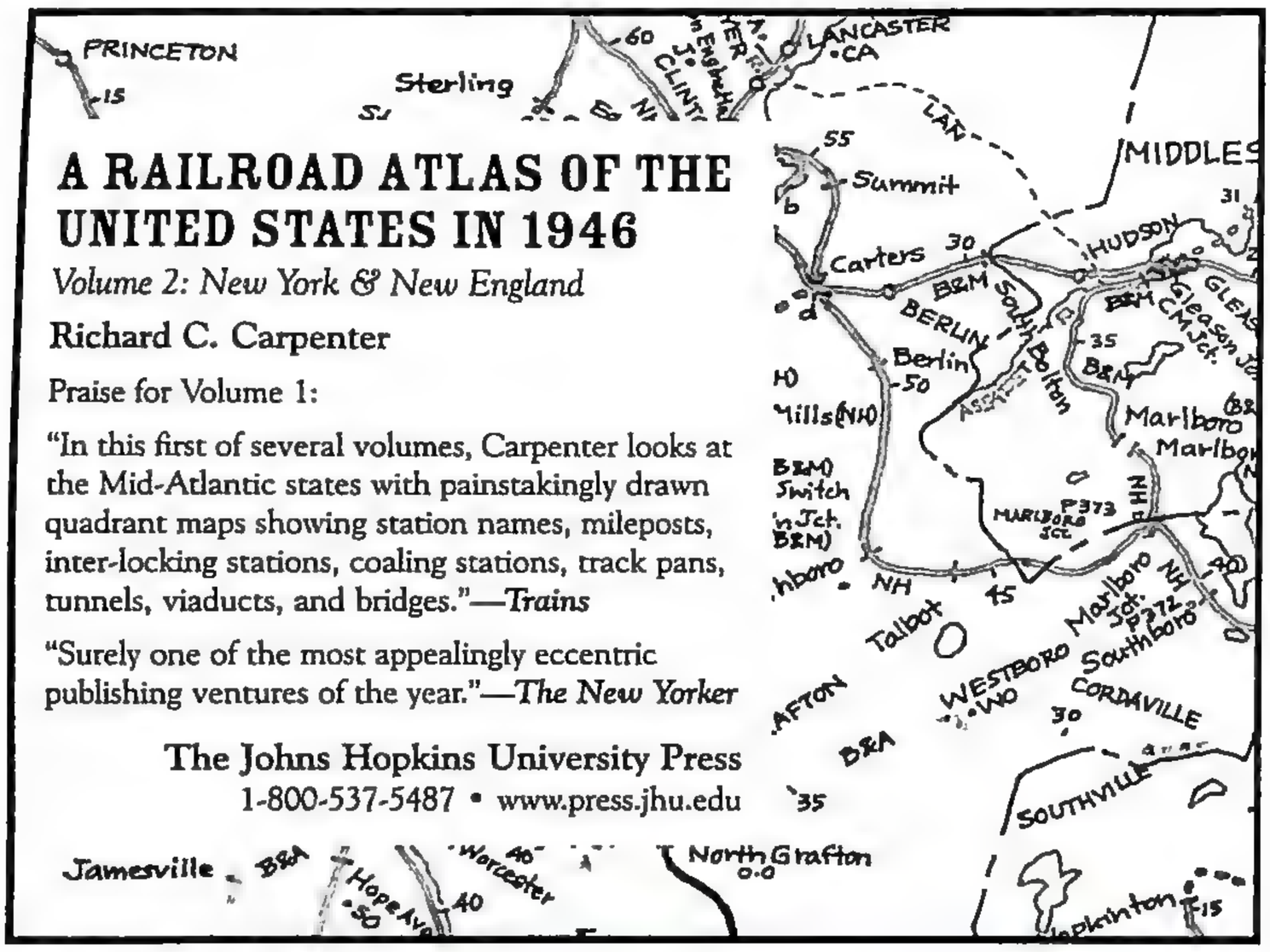

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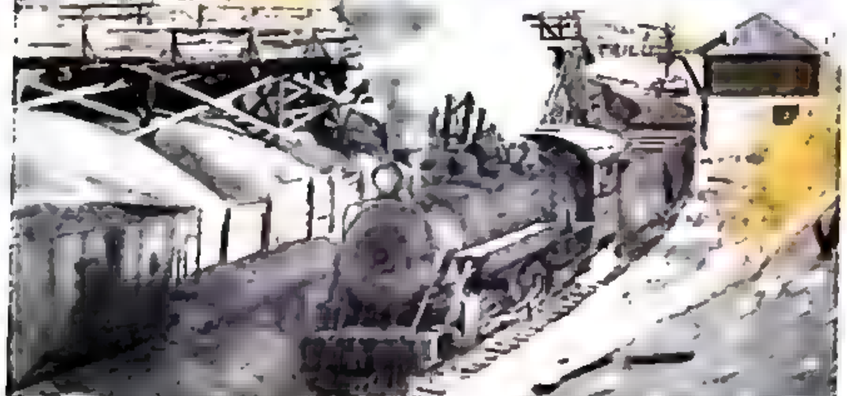

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Fast Mail

work, and I hope CLASSIC TRAINS (and TRAINS) can publish more of his photos.

Clayton Morgan, Bowmanville, Ont.

Spring cleaning (corrections)

Spring 2005 CLASSIC TRAINS:

Page 14: Milwaukee's speed restriction at Rondout was 100 mph, not 90.

Page 18: GM&O's GP30's and '35's used trucks from Alco FA's, but they had GE traction motors, not Westinghouse.

Page 51: Lloyd Lewis, Director of News & Community Relations for Chessie System, 1979-1986, was instrumental in the transfer of WM Shay 6 from the B&O Museum to the Cass Scenic.

Page 53: The Milwaukee Road train pictured is the Milwaukee-Kansas City *Southwest Limited*, not the *Southwestern Limited*, which was New York Central's prestige New York-St. Louis train.

Page 60: The Canadian Pacific train is not the *Dominion* but a special consist assembled and posed for photographs.

Page 76: The EMD SW1500 had a 12-cylinder 645 engine, not the 8-cylinder version as in the SW1000.

Page 111: There were 80 Pennsylvania duplex-drive steam locomotives, not 78; overlooked were the lone S1 6-4-4-6 and the prototype Q2 4-4-6-4.

STREAMLINER PIONEERS corrections:

Page 47: The Winton-engine switcher at the Museum of Transportation is not an NC1 but an NC: originally Youngstown & Northern 202; then EJ&E, Marinette Tomahawk & Western, and Sabine River & Northern; to MOT in 1973.

Page 69: New Haven's DL109's were retired in 1959, not 1961.

Page 81: The first 5 of New Haven's 10 GE switchers of 1936-37 (Nos. 0901-0910) had 660 h.p. Cooper-Bessemer prime movers; only the second 5 had 600 h.p. Ingersoll-Rands as stated.

Page 90: GM&O DL109 272, not 252.

Page 98: The interior of the *Royal* series car shows a sleeper-obs car built for the *Crescent* and *New Royal Palm*, not for the *Tennessean* or *Southerner*. ■

Got a comment or correction? Write us at: Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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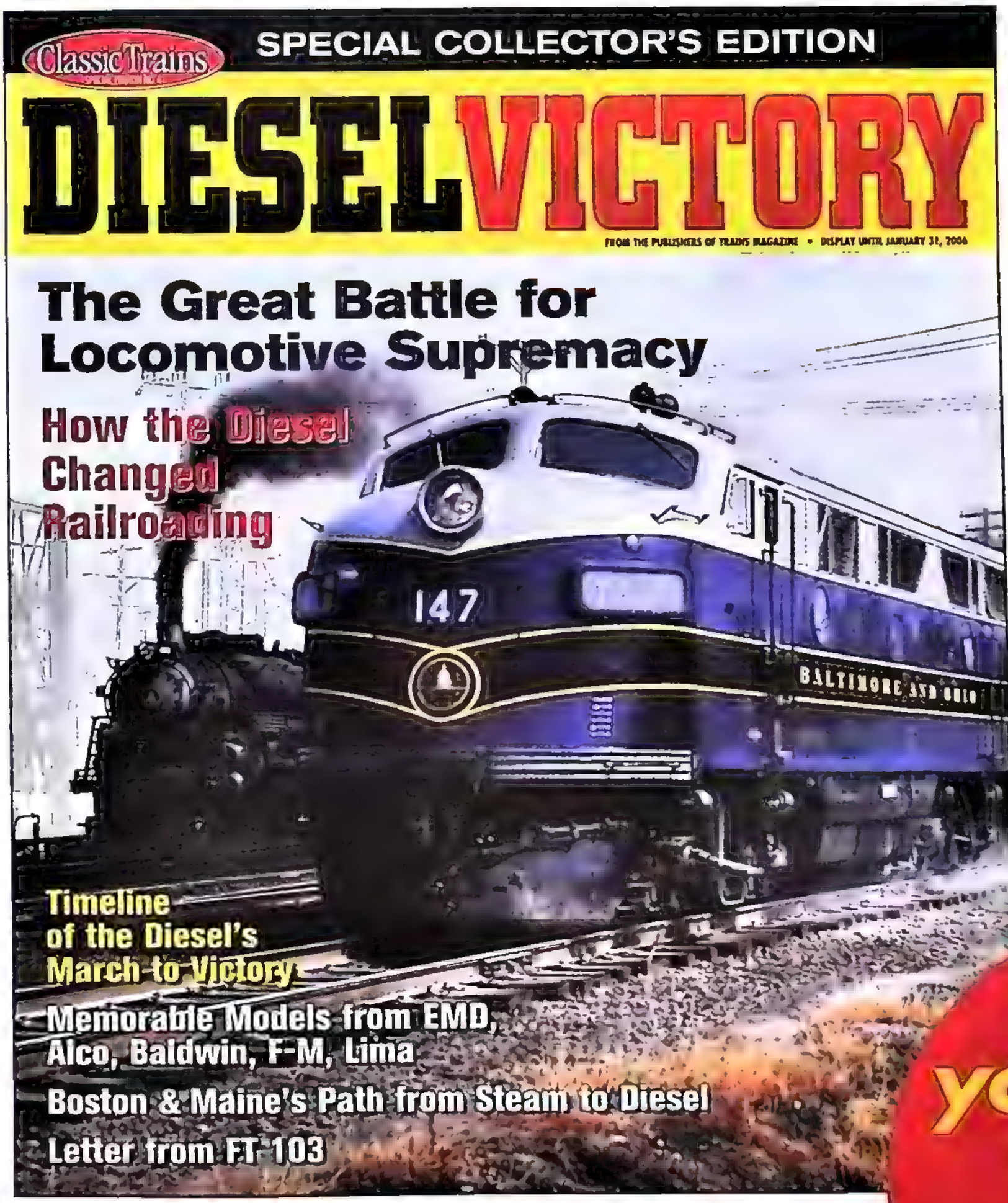
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MN&S: Unique and colorful well beyond its size

Once named for a racehorse, this latter-day mini-Class 1 had all internal-combustion motive power by 1913!

IN THE MUSTY FILING CABINETS of railroad history are many carriers whose names include places they never reached. One of the all-time greats in this category of ambition is the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, a predecessor of the Minneapolis, Northfield & Southern Railway. The only city in its long name the MStPR&DETC served was Minneapolis.

The railroad began as a passenger-only interurban and evolved into a freight-hauler whose bread and butter was bridge traffic avoiding the congestion of Minneapolis-St. Paul. It was never electrified, and in between its original name and MN&S, which was incorporated in 1918, the line was named for a racehorse! In modern times, MN&S was only about 80 miles in length, but when a railroad needed only $1 million in annual revenue to be Class 1, it joined the club in 1956.

MN&S's unusual history began at the turn of the 20th century when Col. Marion W. Savage, a Minneapolis livestock feed and mail-order tycoon, built a farm along the Minnesota River south of Minneapolis (today, it's in the city of Savage) and acquired a stable of racehorses to promote his International Stock Food Co. He purchased the famous pacing horse Dan Patch for $60,000. Col. Savage took Dan Patch on tour around the U.S., with the horse riding in his own Omaha Road car attended by white-uniformed grooms.

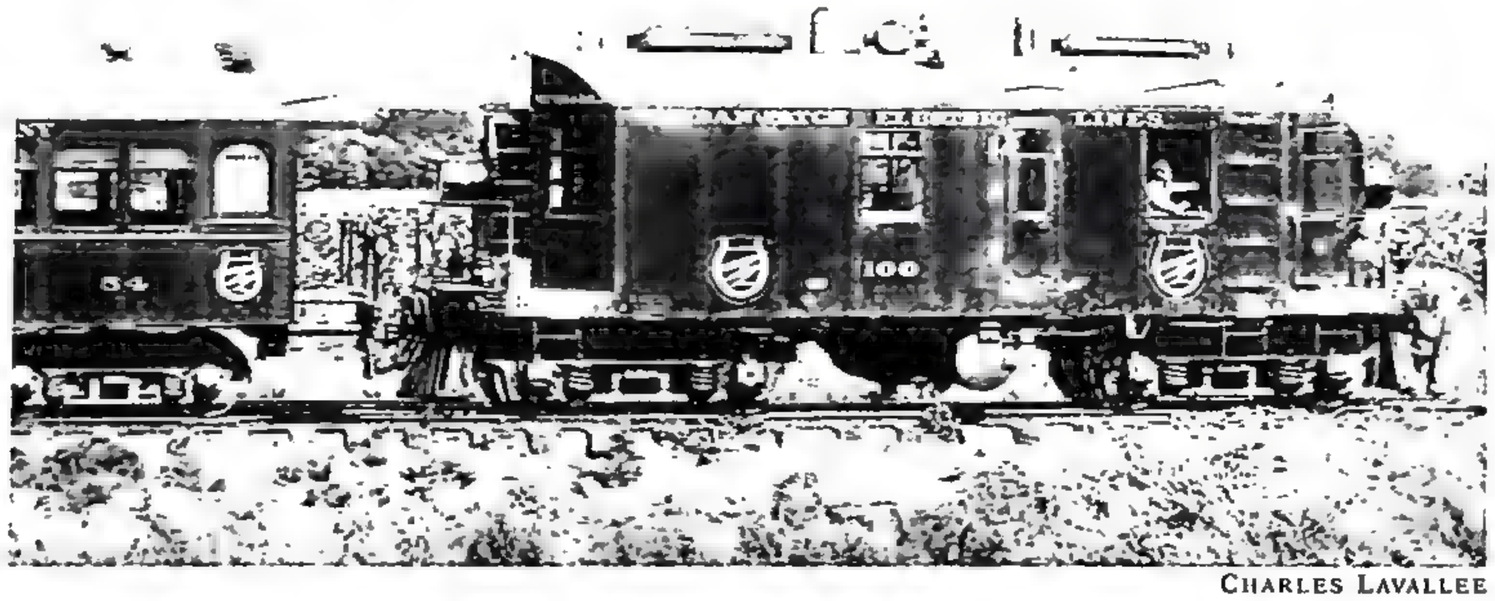
To connect his properties with Minneapolis, Savage entered the railroad business, becoming a co-founder in 1907 of MStPR&DETC. He soon shortened the name to "Dan Patch Electric Lines," a more marketable label, and designed the logo, a horseshoe superimposed on a lightning bolt. The first few miles were spiked down in 1910. Service began on the 4th of July between a terminal at 54th and Nicollet in Minneapolis, a connection with Twin City Rapid Transit Co. streetcars, and Savage's new Antlers Park, south of the Minnesota River near Lakeville.

Savage bought two Strang gas-electric cars to begin passenger service, then switched to General Electric, and at one time had 15 gas-electrics—trolley wire was never strung over the Dan Patch Electric Lines. Northfield was attained later in 1910, and trackage rights were secured over Chicago Great Western to Randolph, Faribault, and Mankato. Lines were projected to Dubuque, Iowa, and several southern Minnesota cities, and some grading was done, but the road never laid track past Northfield.

The company made history in 1913 when it entered the freight business and bought a GE gas-electric locomotive, the first of its kind. Dan Patch Lines 100 had two 175 h.p. V-8 engines. Three heavier units joined it the same year, earning Savage's line the title of being the first railroad to run both freight and passenger trains exclusively with internal-combustion power, a crown it held until 1915 when it bought three Porter 2-6-0's.

Remarkably, No. 100 survives today, after being purchased by another railroad, converted to straight electric operation, and then to diesel in 1957. It is preserved by the Minnesota Transportation Museum in St. Paul, displayed in its original Dan Patch Lines livery with MN&S business car *Gopher*.

Dan Patch Lines business boomed for a few years, and a line was built north from Auto Club Junction, just north of the Minnesota River, to Luce Line Junction and a connection to downtown Minneapolis over the Electric Short Line Terminal Co. This "Luce Line," like the MN&S, was a "wireless interurban"; it had plans to build into South Dakota. In



CHARLES LAVALLEE

Pioneer GE gas-electric 100, preserved today, helped Dan Patch Lines make history in 1913.

The horseshoe emblem adorns Dan Patch Lines 1915 Porter 2-6-0 201 (below). Doubleheaded MN&S Decapods 502 and 505 roll north with a freight at Cedar Lake, Minn., in September 1942.

NAV FOSSE COLLECTION

NAV FOSSE

By Steve Glischinski

1924 it was sold and became the Minnesota Western Railway, which extended west 115 miles to tiny Gluek, Minn.

Col. Savage had envisioned great traffic gains to the south and began buying more land for sale to Twin Cities residents. He was 60 years too early in forecasting suburban development, though, and in 1916 the railroad went into receivership. In an ironic twist, Col. Savage and his great horse Dan Patch died within hours of each other in July 1916.

MN&S, formed that year, acquired the Dan Patch Lines at auction on August 6. Harry E. Pence Sr. led the company, and the Pence family would control the firm for most of its existence. Pence saw that MN&S was ideally positioned as a belt line around western Minneapolis, and in 1927 MN&S built a new line from Glenwood Junction in suburban Golden Valley, site of a yard and shop, to a connection with the Soo Line in Crystal. Trackage rights on the Soo took MN&S trains into Soo's Humboldt and Shoreham yards (MN&S used four stalls of the Shoreham roundhouse) and to Northern Pacific's Northtown Yard.

MN&S eventually connected with eight other railroads. Shippers were urged to route their cars via the Northfield and Randolph gateways, where MN&S connected with three lines. Road jobs brought the northbound traffic to Glenwood Junction, where it was broken up and transferred to other roads. MN&S also had an aggressive sales department to promote on-line industry in its growing service area, and by the 1950's it was earning enough revenue to be considered a Class 1 railroad.

After MN&S was formed, it jettisoned the gas-electric locomotives but kept some of the motor cars until passenger service to Northfield ended in 1942. It had gotten more motor cars in 1927 when it took over the operation, but not the ownership, of the Minnesota Western. MN&S became a conventional steam railroad, first using the 2-6-0's and three ex-NP 2-6-2's, then picking up six 2-8-0's from Duluth, Missabe & Northern in 1927. MN&S's best-known steam engines were nine Decapods (all but one "Russian") bought in the 1930's and '40's. They often operated on the main line, but were split when crossing the Minnesota River rail-and-highway bridge at Savage.

MN&S's diesels came from three builders. First was a Baldwin VO660, in 1940; Minnesota Western got its own VO in 1942. The gems of the fleet were five Baldwin DT66-2000 center-cabs of 1948-49, Nos. 20-24, which introduced the nice blue-and-silver livery. These

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THREE PHOTOS THIS PAGE, STEVE GLISCHINSKI

The author had had his driver's license for only a year when, at age 17 on St. Patrick's Day 1974, he captured MN&S's last active center-cab Baldwin, No. 21, coming off Soo Line trackage onto the BN at Northtown Yard with a transfer.

175-ton transfer units lasted into the 1960's, with No. 21 hanging on in transfer work until mid-1974. It is preserved in working order at the Illinois Railway Museum. In 1950, MN&S bought a lone Baldwin DRS-66-1500, No. 15, followed in 1953 by another center-cab, RT624 No. 25. A VO1000 came from the Elgin, Joliet & Eastern the next year. In deference to its suburban neighbors, MN&S mounted on its units pleasant-sounding Hancock air whistles, whose sound was gentler than most air horns.

Minnesota Western, meantime, received two Fairbanks-Morse switchers: H10-44 No. 51 in 1946 and H12-44 No. 10 in 1951. Both migrated to the MN&S in 1956, becoming MN&S 11 and 10 respectively. They remained in service into the '70's, then found new owners. No. 10 did a stint on short line Central Wisconsin and now is on display (without its engine) on ex-Chicago & North Western right of way at Milton, Wis., painted as C&NW 10. No. 11 went to Hallett Dock Co. in Duluth and is the subject of preservation efforts.

In 1956, operating control of the Minnesota Western went to the Minneapolis & St. Louis, but MN&S got the two FM's. MN&S then began replacing its Baldwins with EMD's, first with SW-1200's 30 and 31 in 1962. They had Flexicoil road trucks and multiple-unit controls; previously, only the FM's had m.u. Additional pairs of SW1200's (32-35) came in 1964 and '65, followed by SW-1500's 36-37 in '66. MN&S's last diesels were 2300 h.p. SD39's 40-41 in 1968.

I first saw the MN&S on October 7, 1972, when I was 15 years old. Growing up in St. Paul, plus the lack of a driver's license, kept me from reaching the road "way over" on the west side of Minneapolis. During the fall rally of the Thousand Lakes Region of the National Model Railroad Association in Minneapolis that year, a tour of MN&S's facilities at Glenwood Junction was offered, and NMRA friend George Isaacs kindly gave me a ride to the meet.

For a teenage fan, Glenwood Junction was quite a place! The facilities were neat as a pin, and the railroad was very hospitable. It pulled Baldwins 15 and 21 and FM 10 out for photography, and we were invited to inspect them at will. MN&S even fired up hi-rail trucks and maintenance-of-way equipment so we could examine them. It appeared to be a first-class operation all around.

Unfortunately the next few years would be tough on the railroad, mergers and deregulation becoming twin blows that torpedoed it. Mergers caused the loss of old interchange partners, and deregulation meant MN&S couldn't take advantage of high rate divisions on its bridge hauls, revenue which it had received out of proportion to its size. The Rock Island's closure in 1980 hurt, and when Chicago & North Western took over Rock's "Spine Line" through Northfield, there was no longer need to travel the branch to Randolph. Soo Line, hoping to reach Kansas City, bid on the Rock, and in January 1982 announced plans to buy the MN&S, which would give Soo a direct connection to the Spine Line. Soo got MN&S in June 1982, but the Spine Line went to C&NW, and the MN&S became essentially a Soo branch.

In retrospect, the former MN&S has

MN&S's interurban heritage is evident (below) as the "High Line Job" ambles down the original Dan Patch main at Richfield, Minn., in 1982. SD39 41, today back on the property, plus a 1500 and two 1200's, leaves Northfield in February 1980.

fared well since it was merged out of existence 23 years ago. All 10 of its EMD's found new owners after serving Soo for over a decade. The entire main line remains, with the exception of a half-mile in Northfield proper; a 10-mile portion from Lakeville to Savage is out of service but may be reactivated. The Glenwood Junction shop and yard are gone —the land they occupied in suburban Golden Valley was too valuable for rail use, so newer buildings occupy the site. The Minnesota Western is gone except for a short stretch in the suburbs.

The MN&S refuses to die completely, though. Progressive Rail (PGR), which serves the Air Lake Industrial Park in suburban Lakeville on the old MN&S, in 2001 took over operation of the original Dan Patch line in Bloomington and Richfield, called the "High Line." The SW1500 assigned there wears MN&S style blue and silver, complete with the old diamond logo but PROGRESSIVE RAIL in place of the MN&S name. The railroad even put a Hancock air whistle on the unit! PGR also bought MN&S caboose 102 and completely restored it to MN&S livery, including the herald.

The best was yet to come, though, for in 2004 Canadian Pacific turned over the Lakeville-Northfield leg of the old MN&S to Progressive Rail, and PGR acquired Soo 6241, the former MN&S 41, to use there, and had the SD39 painted back into MN&S colors. Bottom line: a bit of the "Dan Patch Electric Lines" keeps pacing in the 21st Century. ■

MN&S fact file

(comparative figures are for 1929 and 1979)
Route-miles: 140; 82
Locomotives: 12; 13
Passenger cars: 8 (4 motor cars); 0
Freight cars: 53; 716
Headquarters city: Minneapolis, Minn.
Special interest group: Soo Line Historical and Technical Society, 323 Fremont St., Lake Mills, WI 53551; www.sooline.org
Recommended reading: *The Railroad That Was Once Named for a Racehorse* (William D. Middleton, June 1959 TRAINS); *The MN&S Story* (Stan Mailer, Aug.-Sept. 1982 *Railfan*).
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999).

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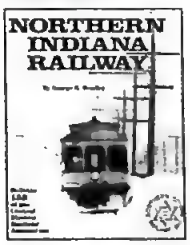

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Glory Days

March sadness

FOR SPORTS FANS THESE DAYS, the third month of the year is dominated by the excitement of the national college basketball championship tournament, when for a few weeks teams and their backers ride a roller coaster of playoff emotion. March Madness, it's called.

Thirty-five years ago, March was a melancholy time for the American passenger train and its supporters. More than a decade of discontinuances and cutbacks had made the situation seem less like a roller coaster than a free-fall into an abyss. Then, on March 20, 1970, came an especially bitter blow—the last run of the *California Zephyr*.

Launched on the very same date in 1949, the *CZ* rode the Burlington Route, Rio Grande, and Western Pacific between Chicago and Oakland, Calif. The streamliner's schedule put it through the best mountain scenery during daylight, and its Vista-Dome-studded consist gave passengers the best views possible. Many saw it as the ultimate expression of the long-distance passenger train. Even the Interstate Commerce Commission, during the lengthy discontinuance process begun by WP in 1966, called the *CZ* "a unique national asset."

The same might have been said of the *20th Century* or the *Olympian Hiawatha*, but the *CZ* followed them into history just the same, and that's what the three fellows on the hillside are witnessing at James, 19 miles east of Oroville, Calif., as eastbound No. 18 leaves WP's Tunnel 4 for the last time. Tattered and shorn of her distinctive red nose feather, FP7 805-D nevertheless honors the occasion with fresh silver paint on her pilot and fuel tank. Behind 805-D are two F3B's, a former Great Northern boiler car, a smooth-sided CB&Q baggage car, and 11 of the *CZ*'s classic Budd-built stainless-steel cars, including a whopping *five* domes up front.

Freights still roar through James, but with the *California Zephyr* gone, the old Western Pacific is in some ways as quiet as a college arena after the final loss of the season.—*Robert S. McGonigal*

R. J. Robl photo; Dan Pope collection

C. W. Law, Steven D. Smith collection

Jim Shaughnessy collection

On a March 1948 outing (above) along the NYC west of Schenectady that we dubbed "Mohawk Mayhem," RPI Boomers hammed it up at Rotterdam Junction. From left to right: Steve Smith, Bill Middleton, Ted Baglin, John Carlson, Warren Hils, Maynard Krug, Austin Bush, and—pointing out an imaginary oncoming train—Les Hoffman. At right, RPI Boomers (from left) Warren Hils, Curt Law, and "mascot" Jim Shaughnessy checked out the interlocking levers at the D&H's QG tower, at the junction of D&H and B&M lines west of Mechanicville, circa 1949.

The TRAINS of TROY

JIM SHAUGHNESSY

Beaux Arts-style Troy Union Station was flanked by distinctive interlocking towers that straddled the tracks at either end of the station. Of the four railroads that served the station, B&M was the busiest, with eight daily Boston-Troy round trips, led by the crack *Minute Man*. B&M also provided a route into Troy for three daily round trips of the Rutland Railroad that included the daytime New York-Montreal *Green Mountain Flyer* and its overnight counterpart, the *Mount Royal*. The D&H's New York-Montreal trains, the daytime *Laurentian* and the overnight *Montreal Limited*, also used the station, crossing the Hudson at Green Island. NYC operated several daily Troy-Albany locals and the New York-Troy connections for the D&H and Rutland Montreal services. Steam was largely gone from Union Station when this early morning view was made from Signal Tower 1 on March 12, 1955.

For a group of college buddies in the late 1940's, the Albany-Troy-Schenectady area of New York State was a train-watcher's paradise

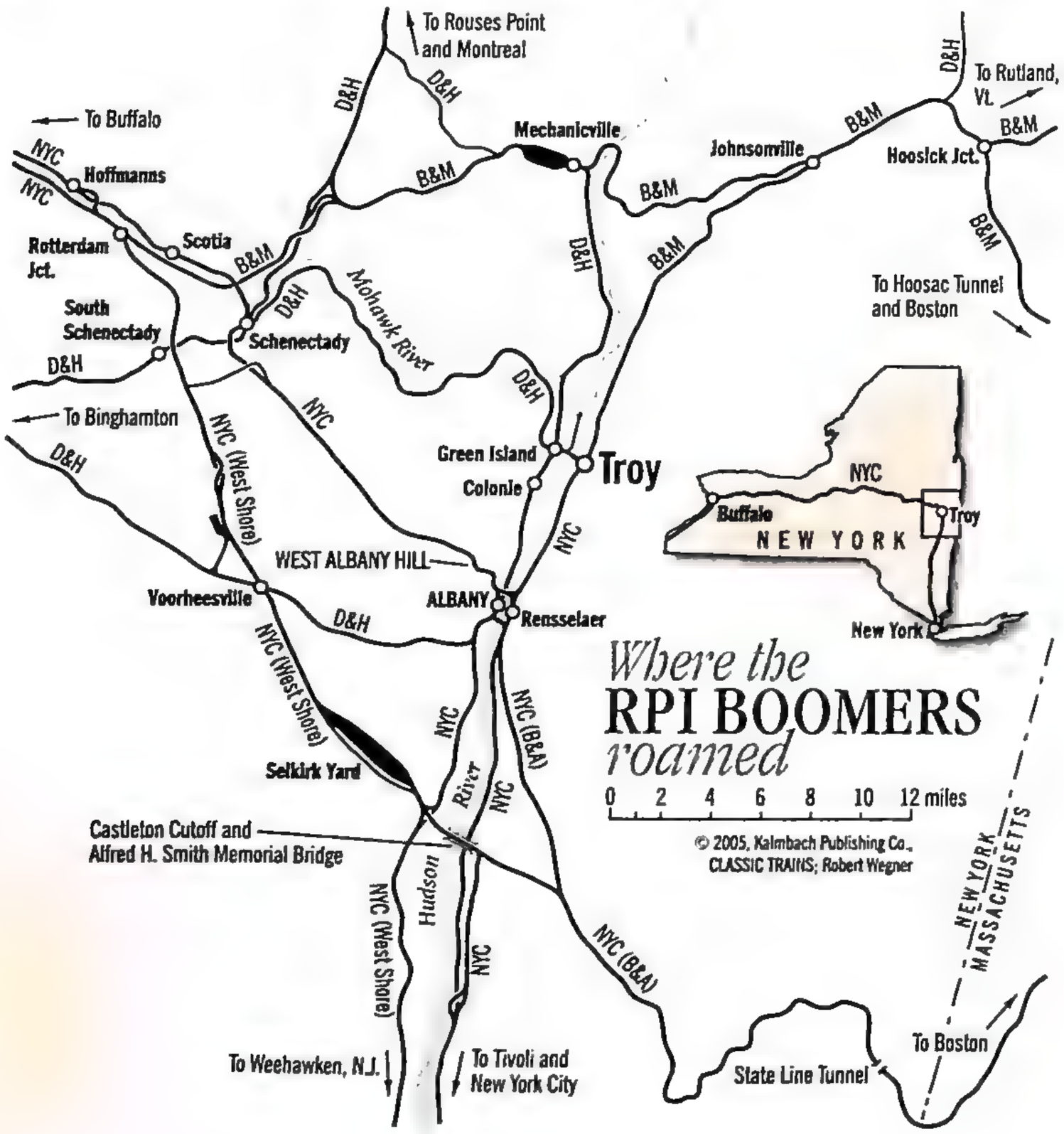
By William D. Middleton
Photos by the author, except as noted

IN LATE SUMMER 1946 I arrived at Troy, N.Y., to begin the study of civil engineering at Rensselaer Polytechnic Institute (RPI). Ahead lay four years of arduous study, laboratory work, and survey field camps that would leave little time for anything else.

An engineering student's well-being, my classmates and I soon realized, required occasional breaks from the pressures of study. RPI—"the Institute"—stood on the high ground of bluffs overlooking the Hudson River and the gritty downtown of working-class Troy. An elaborate, classical stone stairway known as "the Approach" led from the campus to the streets below. For many of my classmates, the Approach was the path to such study-break attractions as the downtown taverns. But for some of us, Troy Union Station, which lay at the foot of the Approach, represented an even greater attraction.

Union Station hosted several dozen arrivals and departures daily by trains of four roads, and the whistles and barking exhausts of New York Central Hudsons, Delaware & Hudson Northerns, Boston & Maine Pacifics, and the like could be heard all across the campus. (Troy's fourth road was the Rutland, whose trains came in on B&M trackage rights.) It was an interesting, busy place, and—best of all—within walking distance.

Train-watching developed into a more



organized activity as I discovered some like-minded individuals among my classmates. Many of us were involved in the development of the famous HO layout of the Rensselaer Model Railroad Society, established in 1947, and we formed an informal group—the RPI "Boomers"—that conducted occasional outings around the Capital District, as the Albany-Troy-Schenectady area is known. Joining us for many of our trips was a high school student named Jim Shaughnessy, who lived next door to RPI in a residence at St. Joseph's Seminary, where his father was superintendent of buildings and grounds. Jim was good company with a promising talent for rail photography, and he soon became the Boomers' "mascot."

Getting around was always a problem, but as one or another of us acquired some form of "wheels," our trips became more ambitious. Midway through my undergraduate years I acquired a battered '36 Plymouth, so my train-watching horizons were infinitely expanded, most often in the company of classmate Steve Smith. The D&H's double-track main line on the west side of the Hudson, or its South Schenectady grade on the line south to Binghamton, now were within easy range. We could explore the Central's main line west through the Mohawk Valley, its grade at West Albany, Selkirk Yard, or the splendid main line down the east

South of Albany, NYC's "great steel fleet" of passenger trains ran through bucolic Hudson River Valley scenery along a well-kept double-track speedway on the river's east bank. Fellow Boomer Steve Smith and I journeyed there to watch the action on a sunny afternoon in September 1949. At Tivoli, we photographed one of the handsomest examples of the Central's post-World War II commitment to passenger service, the all-coach New York-Chicago *Pacemaker*, racing north behind Alco PA and PB units.

STEVEN D. SMITH

On a gloomy day in February 1949, NYC Niagara 6010 led a westbound passenger train over the Scotia track pans just west of Schenectady at Sand Bank. Track pans between the rails allowed steam crews to lower tender scoops for "water on the fly."

bank of the Hudson. Nearby was the Boston & Albany's main line east into the rugged Berkshires, while the B&M's big hump yard at Mechanicville was just a few miles to the north and its historic Hoosac Tunnel was just across the state line at North Adams, Mass.

It was a time of extraordinary change in railroading, and we recorded it as faithfully as we could. NYC was in the midst of re-equipping its "great steel fleet" of passenger trains with streamlined equipment, and the railroad's modern 4-6-4's, 4-8-2's, and 4-8-4's were pitted against the latest diesels from the erecting floors of Alco and Electro-Motive. The Boston & Maine, an early convert to diesel power, was hauling freight out of Mechanicville with its EMD FT diesels that had begun a motive-power revolution. Until Alco road-switchers began to arrive during our last months in Troy, the D&H moved its freight primarily behind modern 4-6-6-4's and dual-service 4-8-4's, while most passenger trains had sleek 4-6-2's of uncluttered, British-style lines. The Rutland's trains usually came into town behind 4-6-2's or one of the road's handsome new green-and-yellow 4-8-2's.

At first, our photography was limited by equipment. I began with a fixed-focus Argus 35mm camera that virtually guaranteed unsatisfactory results. I later upgraded to a Kodak folding camera that my father had acquired in the 1920's, and finally got a used 2¼x3¼ Speed Graphic that would serve me well for years to come. Steve had a 4x5 film-pack camera that his brother-in-law had salvaged from the rubble of a farmhouse in Germany during the war. It had a fine lens, but it was a temperamental machine that was difficult to focus, causing Steve endless annoyance and disappointment.

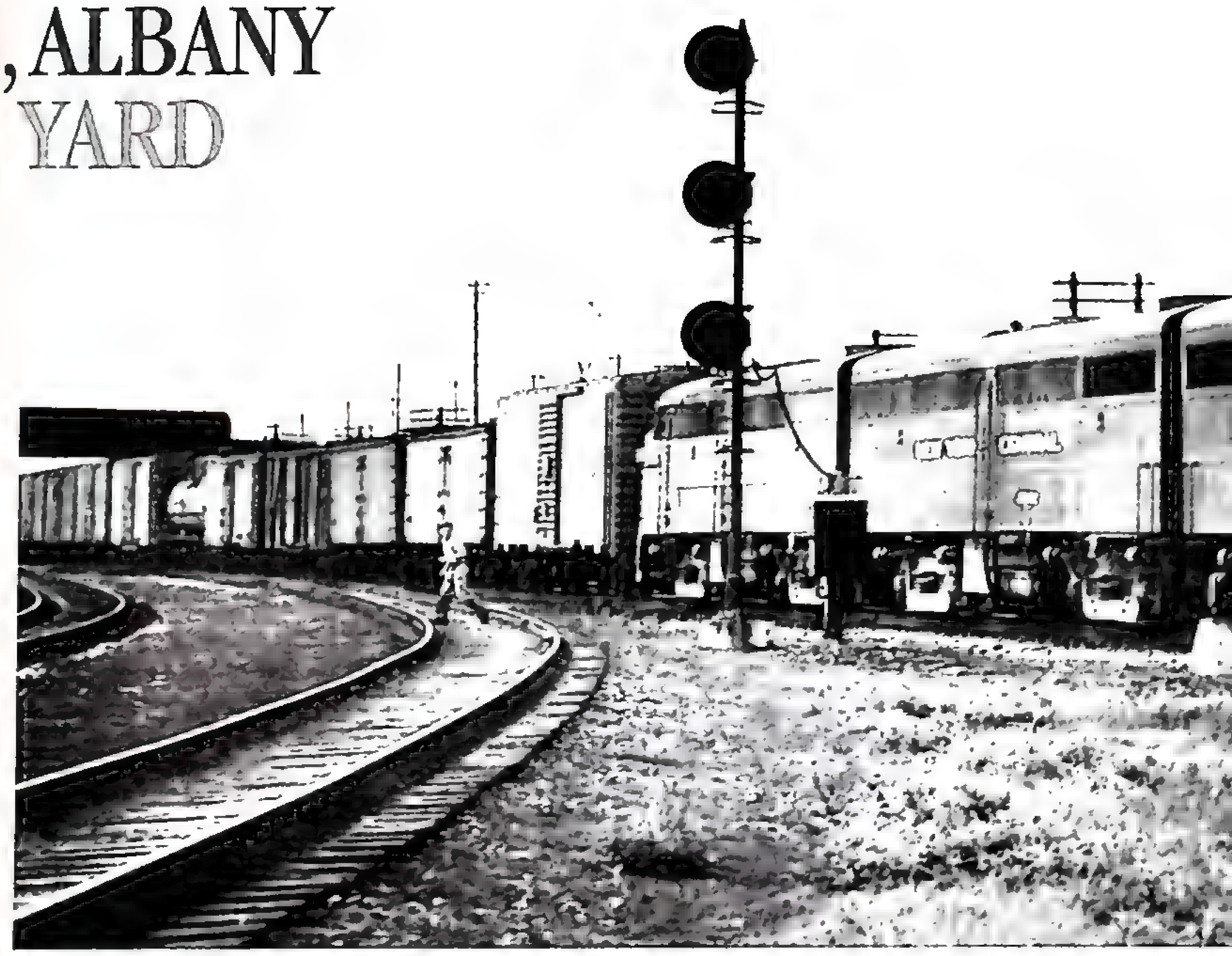
In late spring 1950 we marked the approaching end of our academic grind with a series of last excursions to favorite vantage points, picked up our diplomas at a June 10 ceremony, and scattered to begin our engineering careers. I headed to the West Coast to become a Navy civil engineering officer. For a few of the Boomers, the appeal of the iron road led to railroad jobs. Curt Law, who had dropped out of RPI to work for the Troy Union Railroad (operator of Union Station) and then served a hitch in the Navy, eventually returned to complete his degree. He went on to an engineering assignment with the Santa Fe and work on development of the high-speed Northeast Corridor for the U.S. Department of Transportation before his untimely death in 1968.

Maynard Krug began a long engineering career on the Pennsylvania, Penn Central, and Conrail. A few years later, Steve Smith joined Alco, where his trainee duties took him on the road with DL600 demonstrators. He then moved on to other things as Alco faded from its No. 2 position in locomotive manufacture. A few years later Jim Shaughnessy, too, became an RPI engineering graduate, all the while honing the photographic skills that would rank him among the leading railroad photographers of his time.

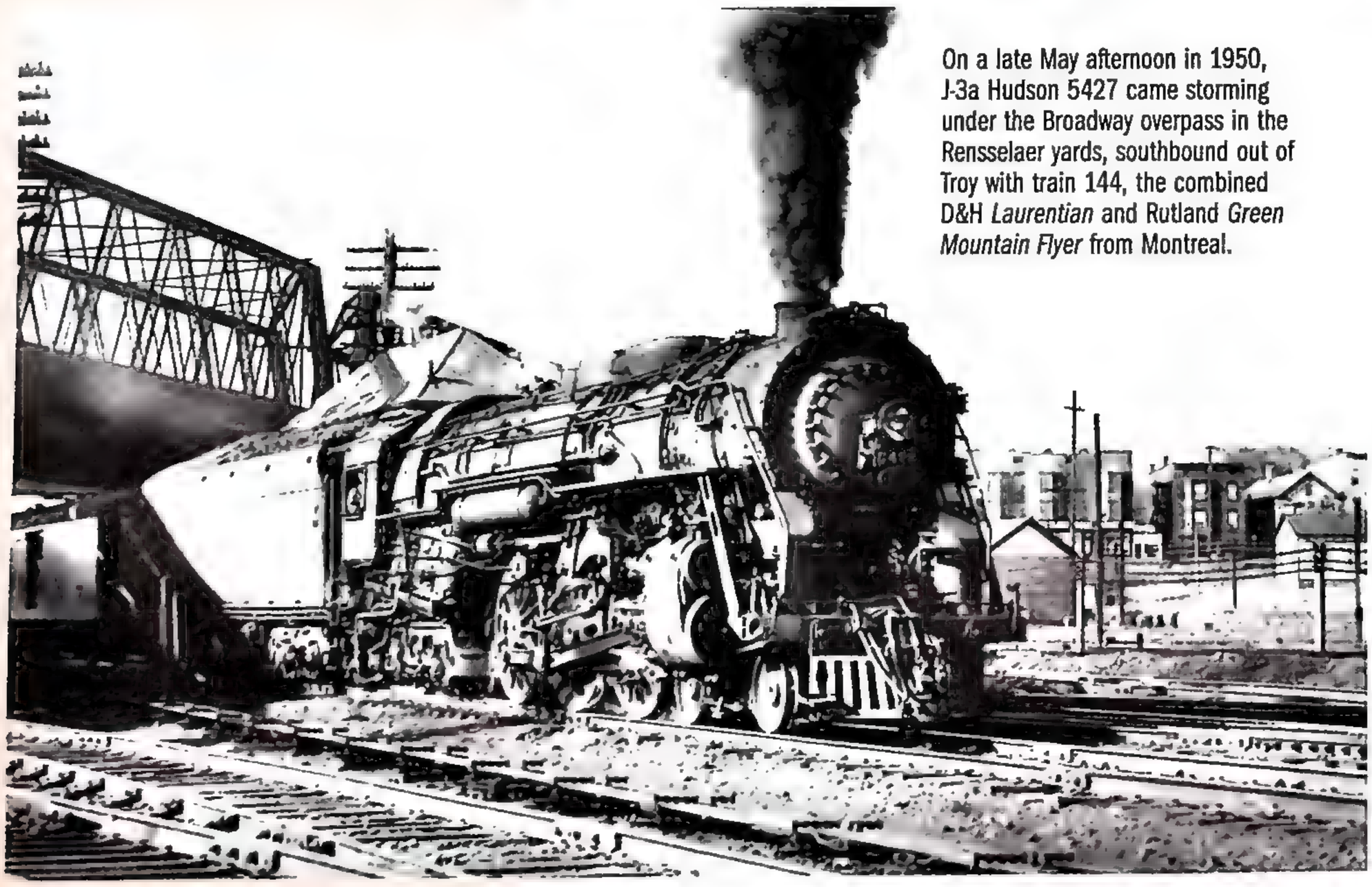
For all of us, our trackside study breaks marked the beginning of a lifelong fascination with the world of the railroad.

RENSSELAER, ALBANY *and* SELKIRK YARD

RENSSELAER was a grimy center of NYC activity, with yards, engine terminals, and servicing facilities. One bridge there took passenger trains across the Hudson into Albany Union Station, while a second span allowed freights and elite trains like the *20th Century* to bypass the station. As the state capital, Albany had a grand Beaux Arts Union Station, used by NYC and D&H. Selkirk Yard, southwest of Albany at the juncture of NYC's West Shore lines to the south and west with the Castleton Cutoff link east to New England, saw constant freight activity.



On a late May afternoon in 1950, J-3a Hudson 5427 came storming under the Broadway overpass in the Rensselaer yards, southbound out of Troy with train 144, the combined D&H *Laurentian* and Rutland *Green Mountain Flyer* from Montreal.

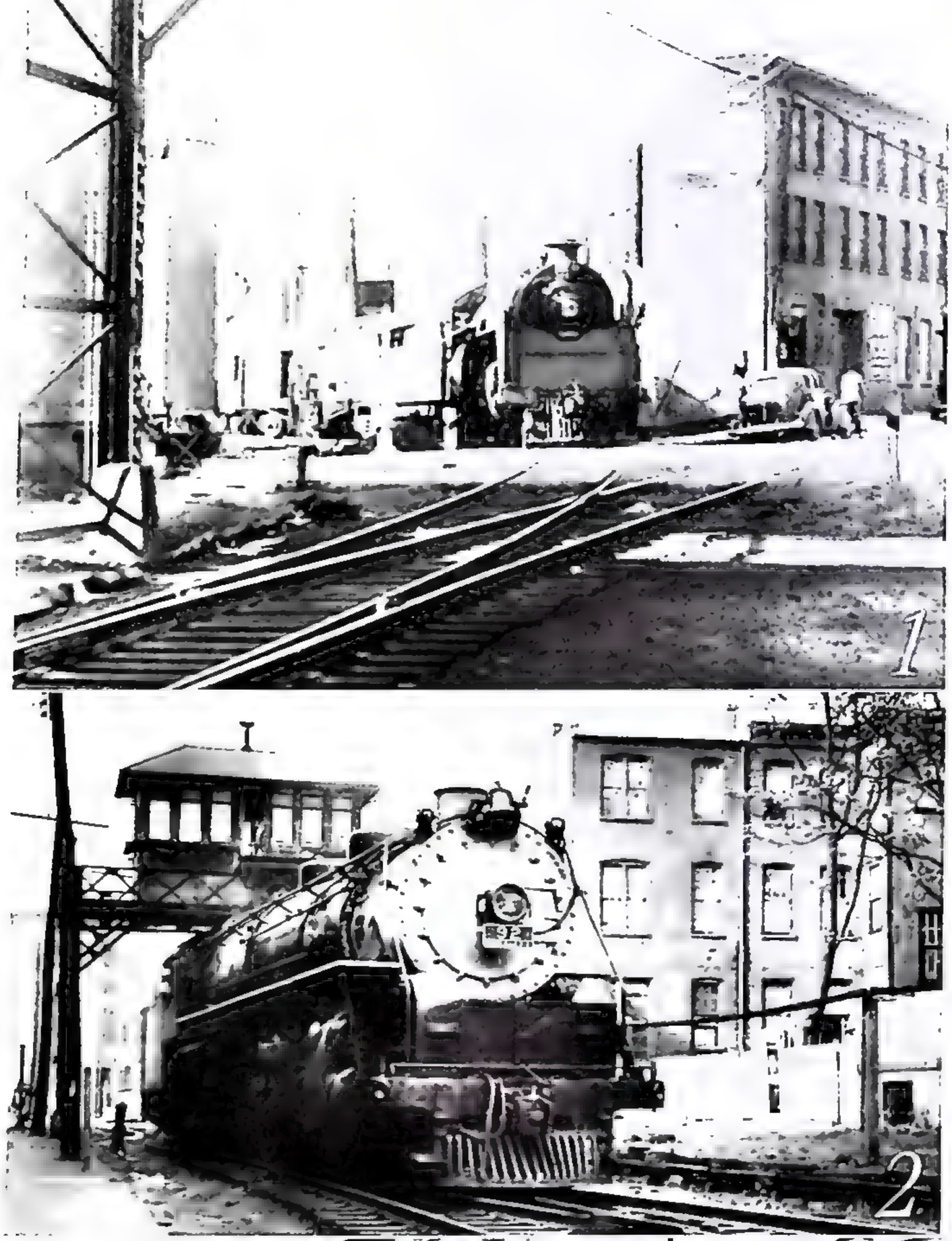


Westbound on its dash to Cleveland and Detroit, NYC's *Empire State Express*, powered by an E7-PA duo, came to a stop on track 1 of Albany Union Station's upper level in March 1959. Lower-level tracks accommodated trains of the Delaware & Hudson (except the Montreal trains that ran via Troy only) and NYC's West Shore line. Towering in the background is D&H's ornate headquarters building.

On one of our final outings in the days before graduation, Steve Smith and I traveled to Selkirk Yard on May 27, 1950, for a last look at the action. At that time, the future for NYC freight motive power was represented by this three-unit set of Alco FA-FB-FA diesels. Bound for New England points, train BA-4 was passing SK Tower at the east end of the yard. The train would reach the Central's Boston & Albany subsidiary via the Castleton Cutoff, which crossed high over the Hudson River on the Alfred H. Smith Memorial Bridge, named for a former NYC president.

JIM SHAUGHNESSY

MONTREAL TRAINS *come to* TROY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LATE EVERY AFTERNOON the activity at Troy Union Station quickened as the competing Delaware & Hudson and Rutland Montreal-New York services steamed in from the north to be consolidated into NYC train 144 for the final dash to New York. The two trains arrived within minutes of each other about 4 p.m. The D&H's *Laurentian* was usually in the charge of a trim Pacific, while the Rutland's *Green Mountain Flyer* generally arrived behind one of the railroad's four modern 4-8-2 Mountains. There was a flurry of activity as the D&H Pacific switched out the dining car, and the station switcher consolidated the coaches and baggage cars of the two trains, and cut in a Central diner-lounge. Then an NYC Hudson backed down to couple up, the train crew made the brake test, and no more than 20 minutes after the first train had arrived from the north, train 144 was on its way to Grand Central Terminal. After Rutland dropped its passenger service, D&H quit Troy for Albany. B&M was the last user of Troy Union Station, pulling out January 18, 1958.

1 Viewed from beneath the distinctive interlocking tower that straddled the tracks at the north end of Troy Union Station, a D&H Pacific swept around the curve leading from the Green Island bridge with the southbound *Laurentian* in about 1947.

2 Close on the heels of the *Laurentian*, the Rutland's L-1 class 4-8-2 No. 92 brought the *Green Mountain Flyer* into Troy on a spring afternoon in 1950. Alco built four of these handsome Mountains for the Rutland in 1946. They were the Vermont road's only modern steam power.

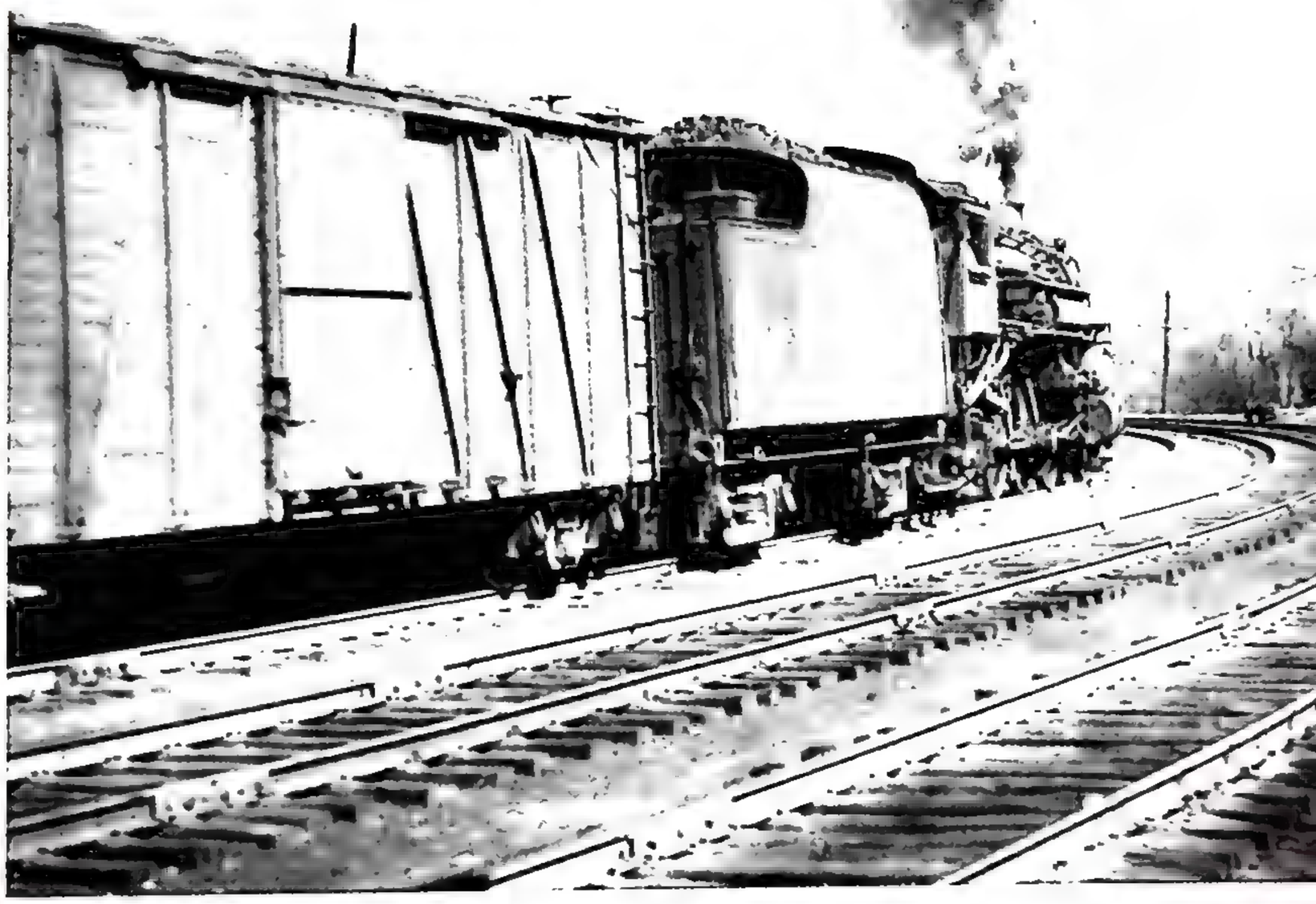
3-4 The *Laurentian*'s Pacific ran around its train to cut off the D&H dining car, and the Troy station switcher—in this case Central EMD SW1 No. 587—switched an NYC diner-lounge into the combined train.

5-6 On an April afternoon in 1949 J-1e Hudson 5339 backed down to take charge of train 144, the combined *Laurentian* and *Green Mountain Flyer*, and then engulfed Signal Tower 1 at the south end of the station in smoke and steam as she got under way for the dash to New York.

Not Always Water Level:

The BIG HILL *at* WEST ALBANY

A SIGNIFICANT EXCEPTION to the New York Central's low-grade "Water Level Route" was the West Albany Hill, where westbound traffic climbed out of the Hudson River Valley to cut across to the Mohawk Valley at Schenectady. The Central's modern steam power and diesels were usually able to take their trains up the 1.63 percent ruling grade unassisted, but lesser power required helpers.



One of the trains that needed help on West Albany Hill was this westbound local, which climbed the grade on a May morning in 1948 behind an elderly K-11 Pacific, aided by an 0-8-0 pusher at the rear (far right).

Dating to 1891, the *Empire State Express* stood in the very front rank of New York Central's great passenger-train fleet. Streamlined in 1941, the train offered coach and parlor-car accommodations on a fast daytime schedule between New York and Cleveland and Detroit. Just before noon in May 1948, the westbound *Empire State* climbed West Albany Hill on its run across Upstate New York. Two EMD E7 units headed the long train of Budd-built stainless-steel equipment.

The development of modern steam power on the NYC culminated with the splendid S-1 class dual-service 4-8-4 Niagara of 1945. Here, Niagara 6002 storms through a sweeping reverse curve on West Albany Hill with New York-Chicago train 5, the *Mohawk*, in May 1948. If I had to pick one "most favorite" photograph from my years at Troy, this would be it.

BIG STEAM *at* SOUTH SCHENECTADY

A MUCH-FAVORED location for the RPI Boomers was South Schenectady, where a New York Central line crossed over the Delaware & Hudson's double-track main line south to Binghamton, N.Y. This was strictly freight territory. The NYC line linked Selkirk Yard at Albany with its West Shore and main line routes to the west along the Mohawk River, while the D&H line carried heavy freight traffic to and from the railroad's north-south main line and the Boston & Maine's Mechanicville Yard. The NYC line was still largely Mohawk country, while on the D&H heavy freights came climbing up a 13-mile, 0.88 percent grade out of the Mohawk Valley from Schenectady powered by doubleheaded and helper-assisted combinations of 4-8-4 Northerns and 4-6-6-4 Challengers. A visit to South Schenectady never lacked for excitement.

On a September afternoon in 1948, modern D&H steam power charged up the long grade from Schenectady with a heavy westbound freight. A K-class 4-8-4 Northern headed the train under the NYC over-crossing (above). Bringing up the rear as pushers were a J-class 4-6-6-4 Challenger and another K-class Northern.

A final visit to South Schenectady in May 1950, just weeks before graduation, produced some memorable images of the handsome Delaware & Hudson Challengers. Here No. 1504, one of the earliest of the 40 constructed by on-line builder Alco between 1940 and 1946, headed a westbound 73-car freight up the hill.

Designed as dual-service freight and passenger locomotives, NYC's L-3 and L-4 class 4-8-2 Mohawks were workhorses of the Water Level Route. Bound for Selkirk Yard, one of them headed an eastbound freight across the bridge over the D&H at South Schenectady around 1949.

STEVEN D. SMITH

By Don Richardson

The secret borax train

When a Santa Fe engineer took a mysterious midnight call, he figured he was in for an adventure — and he was right

The Pacific Coast Borax Company, producer of the famous "20 Mule Team" cleaning product, operated a mine just north of the Santa Fe Railway's main line between Barstow and Mojave, Calif. The mine, located at the world's largest deposit of borax, was served by a 3.4-mile spur off the main line at milepost 784.4 near a station originally called Amargo and later renamed Boron. Though in earlier times Pacific Coast Borax did use teams of mules to move its product across the desert, it subsequently was a big shipper on the Santa Fe. Much of the mineral went south from Barstow to Los Angeles for overseas shipment from the port of Wilmington.

On October 1, 1974, I had just marked up

Illustration by Jay Smith, based on a photograph by Joe McMillan

Some men at the roundhouse smelled a rat, and I agreed with

on Santa Fe's Los Angeles freight engineers' extra board, an assignment I had been working off and on for the past year. As one of the only men on that board qualified for passenger, I would often run Amtrak trains to San Diego, but my wife was getting tired of my being gone all the time. I had made the mistake of taking her to a trainmen's dance, where she learned from some of the other rails and their wives that I could hold something other than the extra board. So we made a deal: I would work a regular job for a while, then go back on the extra board as a form of "recreation" from time to time.

For a while my regular job was the daylight Top End job at Hobart Yard, Santa Fe's big L.A. freight facility. We were the main classification job, using a two-unit set of CF7's to pull cars out of the inbound yard and over the hump, then sort them into the various tracks according to destination. It was the most important job in the yard, it had great hours, and I had a great engine foreman, D. L. McManus. We were able to deliver our quota of cars and be on our way home well before our official tie-up time of 3:30 p.m.

Then, just after I'd gone back on the extra board, I got a call:

"Richardson, you're called for Train 3254-B-2, on duty at 0001 hours at the roundhouse," the crew clerk said.

The time was around 10 p.m., and the call was for something really unusual: a "Second Night Coast," on duty at one minute past midnight on October 2. It sounded more like a Halloween or April Fool's Day call. I should have started putting two and two together and made some phone calls before leaving the house, even at that time of night.

When I got to the roundhouse, I discovered that my power was five big EMD's: 5590-5560-5670-5612-5685, all SD45-2's except the 5560, which was a late-model "straight" SD45. The symbol for my train indicated it was the second section (-2) of the Night Coast (3254) of October 2 (B).

But there was no such thing as a "Second Night Coast." The Night Coast was a regularly assigned freight train between L.A. and San Diego, going down as 3254 and coming back as 3253. As a regularly assigned train, it was advertised to go on and off duty at Los Angeles—and was considered to be perhaps the best assignment on the entire division. A "second section" would be an unassigned job, called a "San Diego Extra," and would go not to an L.A. man like me but to a Valley Pool crew, people who worked out of San Bernardino and protected all unassigned freight work west of there. Some Valley Pool men at the Redondo Junction roundhouse were smelling a rat, and I agreed with them. We were connecting the dots but missing the big picture.

MY CONDUCTOR, turns out, was the same Don McManus who'd been my foreman on the Hobart Top End. Our rear brakeman, O. L. "Orrie" Mills, had also been on that job. Amazingly, we had all decided to go back on the road at the same time without letting each other know. We laughingly called our midnight sojourn the "Midnight Top End of the Fourth District," referring to the official railroad term for the San Diego line. With a 1958 date as a yard helper and a 1960 date as a foreman, Don gained brakemen's seniority in 1959 when the road and yard men combined their seniority lists, then was promoted to conductor in '72. Orrie Mills had an even more roundabout route. He originally hired out as a fireman in 1956, was forced into train and yard service in 1965 with the elimination of firemen, and then promoted to engine foreman in '67.

At the time, although the crew office had been moved to Hobart Yard, train crews still went on duty at First Street Yard and road-engine crews still did so at Redondo Junction.

But just what *was* this mystery train? I called McManus to find out where our train was, since nobody at Redondo Junction knew and I would have to let the tower operator know which way to line me up, to First Street or Hobart.

"They tell me we're a cab hop and our caboose is here at First Street in Track 32," McManus said. "Cab hop" was our slang term for what Santa Fe officially called "waycar light," meaning just an engine and caboose ("waycar" being a term used for "caboose" on some roads).

"I've got five big jacks—an awful lot of power for a cab hop. Must be something up somewhere," I replied.

When I got to Sixth Street, the old lower end of First Street Yard, the head brakeman was there to meet me. "Look what we have," he said. Track 32, the longest track in the yard, was full to the brim with cars of borax—about 80 in all. Our train would be no cab hop!

Now it all dawned on us. There was a strike on at Pacific Coast Borax out at Boron. The company had hired strikebreakers, and, despite the presence of pickets at the plant, was managing to ship out some covered hoppers of borax. To prevent the export of any non-union borax, the union put up picket lines at the Wilmington docks. As a result, First Street Yard had been filling up with those borax cars.

With Wilmington blocked, the Santa Fe and Pacific Coast Borax had obviously decided to make an end run around the dock pickets by diverting a ship to San Diego and sending the loads down there to meet it. Because it was a "stealth" shipment, they chose to run it in the dead of night using a crew out of Los Angeles that would be less familiar with freight trains. McManus had absolutely no paperwork on the train. Today, that would be grounds for refusing to take the train out of the yard. It probably was then, as well, but we were too unsure of our position to make a stand, so we tied onto the 80 cars and departed for San Diego at 1:15 a.m.

DESPITE THE LACK OF PAPERWORK, it didn't take a genius to figure out we had at least 9000 tons and were therefore limited to 45 mph and required to double Miramar Hill east of Sorrento, so that's how I proceeded. Being a solid train of loads of equal tonnage, it was an easy train to handle as long as I allowed plenty of braking room. Once past Hobart Tower, I notched out to 45 mph and maintained that speed with throttle and dynamic-brake manipulation. The dispatcher had me lined up pretty much all the way, so the first time I had to set the air was for the 40-mph curve into Orange. Wanting to give McManus and Mills a good ride on the caboose, I left the throttle in Run 6 as I made about a 10-pound set, well in advance of the curve. After the service-application port stopped blowing, I looked at the speed indicator to see what kind of effect had resulted. The hairs pricked up on the back of my neck when I saw it reading 60 mph!

them. We were connecting the dots but missing the big picture.

"What the . . . ?" I thought to myself. Then, realizing what was happening, I reduced my throttle and watched the speed indication drop rapidly to 40. That 18,000 horsepower was producing a wheel-slip, and I would be lucky to keep the speed at 35 mph on that curve.

I soon learned that a 6-pound set was sufficient for most braking purposes, using that "minimum set" to stabilize the train through the many sags on the Fourth District. At one point near Del Mar, I'd been riding a minimum set for miles when I got up off the seat to go get a drink of water. I accidentally hit the brake-valve handle, moving it to Release. Just like an engineer bringing his train down Cajon Pass, I feared I'd messed up the "perfect set" and would have to spend the rest of the trip trying to get it back. I immediately made another set, knowing I would have to go just a bit farther on the quadrant to get the same braking effort with the now-undercharged brake system.

Next, things got interesting: I had to manage the train through the sag between Del Mar and Sorrento, get slowed down to 15 mph to enter the Sorrento siding, maintain that speed through the 4877-foot-long siding, and stop our approximately 4400-foot-long train in the clear so Mills could walk up and make the cut to double the hill. Further, I had to do all this without stopping short, breaking in two, or overrunning the red signal at the east end of the siding.

As we started down the 1-percent grade about a mile past Del Mar, I made my usual 6-pound set. First it held at 45 mph, then I watched the needle climb as we took the turn away from the Pacific Ocean and headed toward Sorrento. I resisted the urge to set more air.

"If it goes above 55 mph, I'll set just a little more," I promised myself, knowing that in less than a mile the grade would be flat with 2½ miles to the switch where we'd head into the siding. The speed-indicator needle went to 55 mph and hung there. As we started up the slight incline out of the slough by Torrey Pines, the speed began to fall. At the siding switch it was right on 15 mph. My throttle manipulation kept it there all the way to the other end, and a gradual reduction to the Run 1 setting brought us to a stop at just the right spot because of the grade, which was over 0.5 percent ascending.

Mills walked up, made the cut to uncouple the rear portion of our train, and rode the rear car of our front portion as the dispatcher lined us up the 2 percent Miramar Hill. After the short 3.9-mile climb, we entered the secondary main track at the top of the hill. At the time, there was a dispatcher-controlled crossover at milepost 255, 2 miles past Miramar. The train crew and I had a difference of opinion as to how to make the move. I wanted to stop just in the clear of the crossover and leave the first cut there. They wanted to stop just in the clear of the switch at Miramar. As in all such disagreements, the train crew won out—the conductor was, after all, boss of the train. But I still insist I was right, thanks to later events.

Leaving the head brakeman (whose name I now forget) to set handbrakes and guard the first cut at Miramar, we went back to Sorrento, coupled onto the rest of our train, and hauled it up the hill, this time staying on the main track. At the milepost 255 crossover, we dropped off Mills and picked up the head brakeman. Then we cut off the caboose, left it standing on the main track, and got in position for the double-over shove through the crossover.

After getting permission from the dispatcher, we began backing through the crossover toward the rest of our train . . . and now the train crew's earlier decision would come back to bite us. Had we left our first cut just in the clear of the crossover, it would've been only a short, easily managed shove. Instead, we had to proceed in reverse about 10,000 feet, doing so with some 2300 feet of engines and cars.

These were the days before handset radios (although we did have fixed radios in both the caboose and the engine), so we had to use hand signals. Fortunately, by this time dawn was beginning to break. Mills, riding the lead car on our shove, passed signals to the head brakeman, who was standing atop one of those borax hoppers about 10 cars from the engine. The head brakeman, in turn, passed the hand signals to me.

After a while, the head brakeman gave me the "I dunno" sign—spread arms with palms up—as Mills went out of sight around the curve and up the grade toward our objective, the other part of our train. We were going to make a "radar joint," but I just kept shoving—what else could I do, stop and wait for reinforcements? I kept the speed at around 1 mph and hoped that when contact was made—of 5000 moving tons meeting 4000 standing tons—we wouldn't break something. I just hoped they'd had sense enough to leave the knuckles open.

TO MY RELIEF, we reached the other cars without incident, and soon the singing of my brake-valve told me that Mills had made the joint and opened the angle cock to charge brake air into the rest of the train.

"I hope Orrie takes his time letting off those hand brakes, because when he has let off enough of them, this train will start, ready or not," I said to the head brakeman. The other downside of having left the train where we did was that it was stopped on the steepest part of the hill: a 2 percent downgrade, which extended about a mile and a half, decreasing from there to a more manageable 1 percent or so.

As it turned out, I was able to manage the train speed fairly well and get stopped on the main at M.P. 255 so that McManus could roll the caboose to a joint once the dispatcher had restored the power crossover to normal.

What we should have done at M.P. 255 was leave the entire second cut with caboose on the main above the crossover, then go against the first cut and double to the rear portion, but we were new to this. The Night Coast with Los Angeles crews seldom doubled Miramar Hill.

Despite all of this, everything went smoothly and we arrived safely at San Diego at 7:14 a.m. In fact, the train crew said it was a great ride, with nary a ripple of slack felt in the caboose the whole trip. We left San Diego as a true cab hop at 8:15 and arrived back in Los Angeles at 10:45, making the return trip in 2½ hours, the running time of Santa Fe's original *San Diegan* passenger trains and almost a half hour faster than most of today's Amtrak *Pacific Surfliners*.

Oh yes, somehow a telephone call reached the Los Angeles County Federation of Labor later that day about the bootleg borax at San Diego. I don't know if it did any good. ■

BIRD'S-EYE VIEW

PHOTO: ATLANTIC COAST LINE; RESEARCH: WARREN CALLOWAY, LARRY GOOLSBY

Three depots of the South

Coast Line's Wilmington headquarters

This 1940's afternoon photo looks northeast from over the Cape Fear River across the north end of downtown Wilmington, N.C. (the ocean is 6 miles to the east). Atlantic Coast Line's history in the port city dates to 1840, when the Wilmington & Raleigh opened a 161-mile line northwest to Weldon. After the Civil War it and four other roads reaching from Richmond, Va., to Charleston, S.C., came under control of William T. Walters of Baltimore and became known collectively as "the Atlantic Coast line." A firm Walters formed in 1889 to control them formally took on that name in 1893. Wilmington was bypassed during 1885-92 when W&W built the Fayetteville Cutoff linking Wilson, N.C., and Pee Dee, S.C., 62 miles shorter than via Wilmington. ACL built offices in Wilmington in the 1880's and '90's, and its headquarters stayed there as the system surpassed 5000 miles. In 1958, ACL and parallel rival Seaboard Air Line revealed a merger study; they petitioned for union in 1960, when ACL left Wilmington and moved into a new headquarters in Jacksonville, Fla. Seaboard and ACL merged in 1967; the last passenger train left Wilmington in '68. Most of the ACL Wilmington facilities were razed. Left are 1945 office building D, now the city police department; warehouses A (1876) and B (1900; to the left of A), part of the Coastline Convention Center; and A's freight office, now the Wilmington Railroad Museum, which displays ACL 4-6-0 250.

1 General Office Bldg. "A" facing Front Street
2 Complex of cotton warehouses (college site today)
3 General Office Bldg. "B" at Front & Red Cross Sts.
4 Gen. Off. Bldg. "C"/depot (blt. 1913, razed 1970)
5 General Office Building "D" (now city Police Dept.)
6 Covered concourse bridge, track platform sheds
7 Freight office (museum), at front of Warehouse A
8 Office, on site of original passenger depot
9 Machine shop
10 Roundhouse office
11 Roundhouse
12 Toolhouse
13 Cabinet shop
14 Third Street overpass

BIRD'S-EYE VIEW
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LEWIS SUPPLY COMPANY
ATKINS SAWS & KNIVES
DELTA TOOLS

Central Station in Memphis

Illinois Central engineering department rodman Roy McCain made this south-looking early 1950's photo of the Central Station area in Memphis from an altitude of 600 feet with an Army K-10 aerial camera. In modern times, Tennessee's largest city was served by two stations, Union—two blocks east of the photo—and the $1.4 million "Memphis Grand Central Station," which opened October 1, 1914, to serve Illinois Central, IC subsidiary Yazoo & Mississippi Valley, Rock Island, and Frisco. Trains of the latter two roads backed into Central from the east-west main lines at the top of the photo, also used by Missouri Pacific (RI and Cotton Belt trackage rights), Southern, and NC&StL. Traffic through those lines' crossing with IC was governed by a highway traffic light controlled from a track-side shanty; trains on the line to the Mississippi River bridge (right of photo) were dispatched from the one-story Kentucky Street cabin three blocks west of the IC crossing. Central, whose platforms and tracks are one story above street level, is on IC's passenger main through the city. After Union closed March 31, 1964, Louisville & Nashville moved to Central briefly before returning to the Union site December 1, 1966. Rock Island's last train left Central November 10, 1967, and Frisco's a month later on December 9. IC and successor Amtrak have used Central continuously. Refurbished in 2000, Central today is next to a big bus transfer facility (freight houses' site) and is served by the Main Street and Riverfront trolley lines. Amtrak's office is in the upper concourse, restrooms in the lower concourse. The main waiting room is a reception hall; parking lots occupy the stub-tracks area.

1 Central Station (tower now apartments)
2 Central Station powerhouse (now an art gallery)
3 Illinois Central inbound freight house
4 Illinois Central outbound freight house
5 Mail-handling building
6 Railway Express Agency (now apartments)
7 Illinois Central warehouse
8 Business-car track
9 "Traffic light" switchtender shed
10 Calhoun Street
11 South Main Street
12 "Broadway" crossing
13 Illinois Central South Yard
14 Former IC freight line
15 Nashville, Chattanooga & St. Louis tracks

PHOTO: ILLINOIS CENTRAL; RESEARCH: MIKE CONDREN

BIRD'S-EYE VIEW

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PHOTO: CLASSIC TRAINS COLLECTION; RESEARCH: MICHAEL M. PALMIERI AND REUBEN FEUGE

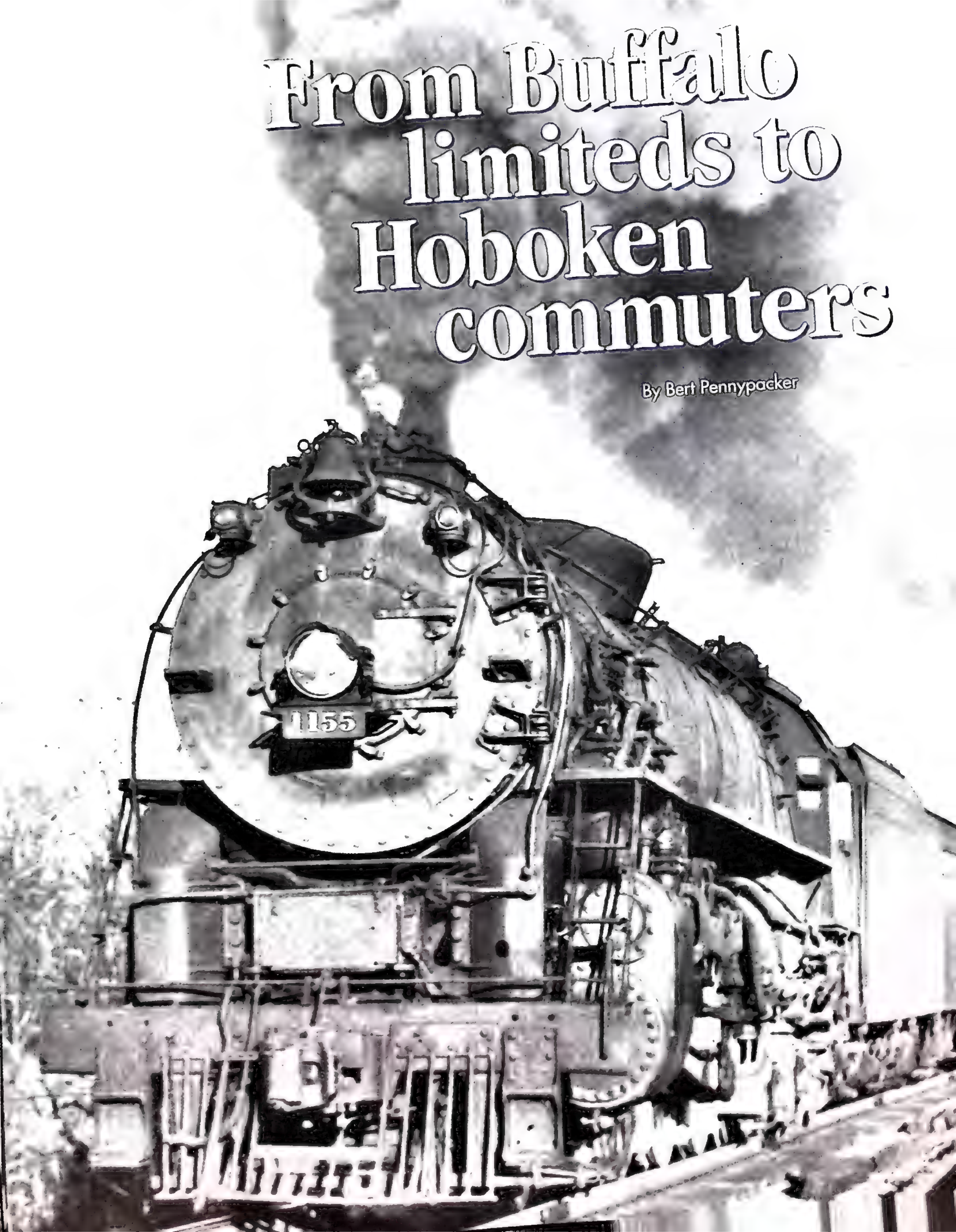
Where *Eagles* landed in New Orleans

Texas & Pacific Railway and friends occupied this area, called Race Street Yard, on the east bank of the Mississippi River for about 100 years, dating from T&P's arrival from Shreveport at Gouldsboro, on the opposite bank, in 1882. (Be careful on directions—this photo, believed taken in the 1940's—looks east, but the river flows north, *i.e.*, right to left—as it curls around the Crescent City, so the "west bank" across the river, is to the east of the pictured east bank. Got all that?) T&P trains used ferries *Gouldsboro* and *L. S. Thorne* to cross the river. In 1914, T&P and future parent Missouri Pacific formed a subsidiary, Trans-Mississippi Terminal, and TMT opened this depot in February 1916. MP soon began running its freights into New Orleans over T&P from Alexandria, La., but T&P handled the passenger cars. TMT was superseded in 1924 by Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans: TP-MPT. Although New Orleans Public Belt's Huey P. Long Mississippi bridge opened in December 1935, the TP-MPT ran the ferries until 1942, when it built new facilities at Avondale. TP-MPT vacated this depot when New Orleans Union Passenger Terminal opened. The last vestiges of these facilities were sold by Union Pacific in 1984 for Louisiana World Exposition parking lots. Only NOPB tracks along the river remain.

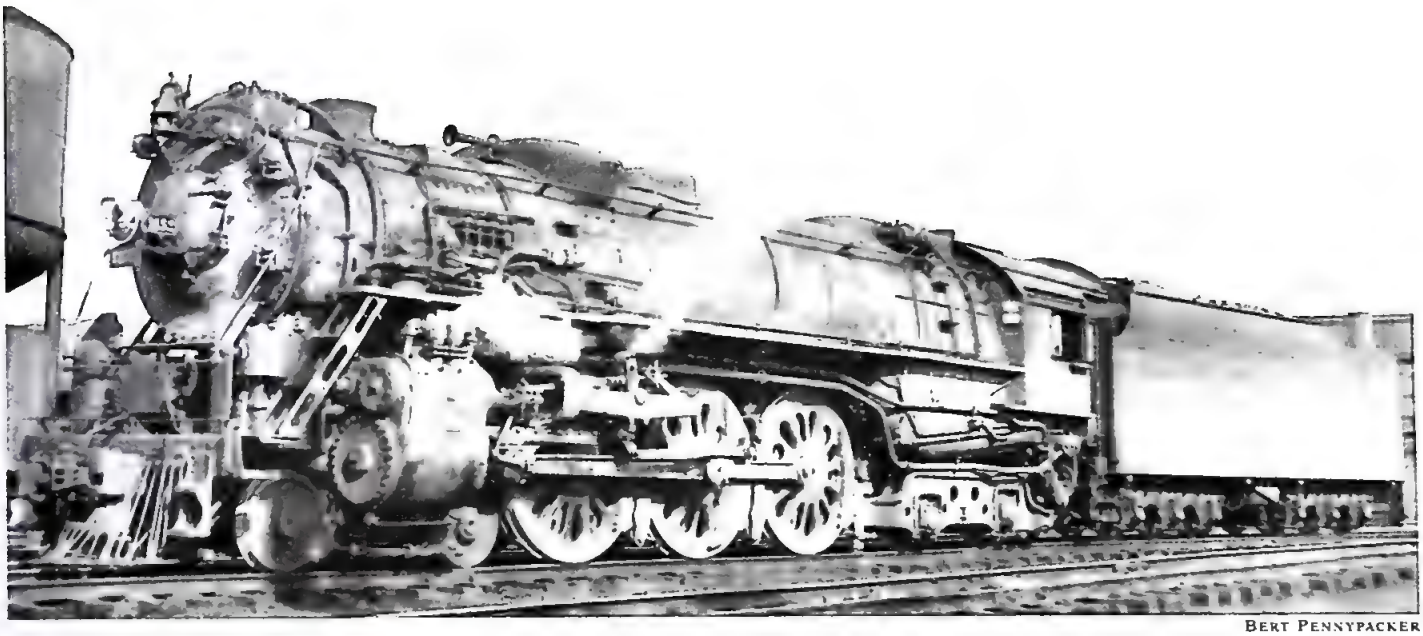
1 TP-MP Terminal (vacated 1954, razed ca. 1960)
2 Annunciation Street
3 Baggage and express building
4 Power house
5 Melpomene Street team tracks
6 Thalia Street
7 National Biscuit Co.
8 Moore Steel Inc. (left); Bacon Lumber Co. (right)
9 Fulton Bag and cotton mills
10 Public warehouses (IC tracks behind them)
11 TP-MP Terminal enginehouse (razed ca. 1966)
12 NOPB tracks (below); ferry traffic storage (above)
13 TP-MPT Mississippi River carferry slip and landing
14 Robin Street wharf
15 Race St. yards ("A" Yard below, "B" Yard above)
16 Illinois Central crossing of TP-MPT
17 Cotton warehouses
18 S. Peter Street
19 Corner of Tchoupitoulas and Terpsichore streets
20 Corner of Terpsichore and St. Thomas streets
21 TP-MPT "C" Yard (just outside photo to right)
22 TP-MPT inbound freight house and freight offices
23 TP-MPT outbound freight house

From Buffalo limiteds to Hoboken commuters

By Bert Pennypacker

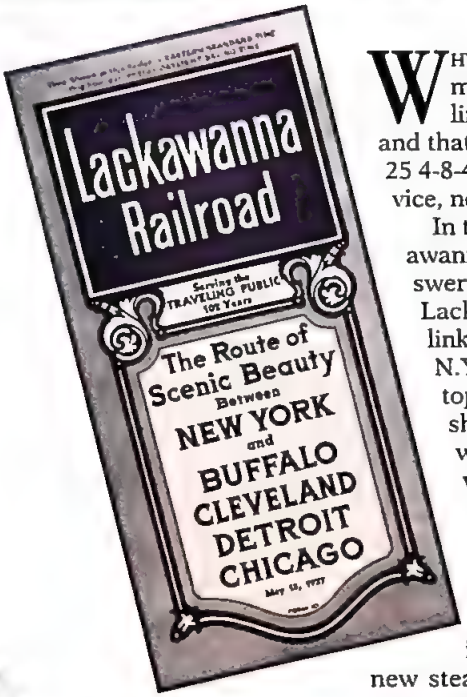


Lackawanna's last new steam power was a quintet of powerful, fast Hudsons



BERT PENNYPACKER

Her glory days behind her, Lackawanna 1152 shows off her handsome lines while laying over between commuter runs at Hoboken in 1951.



WHY WOULD A RAILROAD whose 395-mile main line hosted only four limiteds a day in each direction, and that already owned 10 4-8-2's and 25 4-8-4's equipped for passenger service, need five 4-6-4's?

In the case of the Delaware, Lackawanna & Western, much of the answer came from topography. The Lackawanna's main line, which linked Hoboken, N.J., and Buffalo, N.Y., generally went through flat topography west of the DL&W's shop town of Scranton, Pa., while east of there the route was saddled with grades as steep as 1.73 percent in the Pocono Mountains.

Lackawanna's five 4-6-4 Hudson types, built by the American Locomotive Co. in 1937, were the road's last new steam power. When I found No. 1152 standing at the Hoboken engine terminal back in February 1951 (photo above), her handsome lines and balanced proportions suggested that much care had gone into her design. She was a heavily built machine, possessing the ability to haul the road's longest limiteds at high speeds along the 262 miles of main line between Scranton and Buffalo.

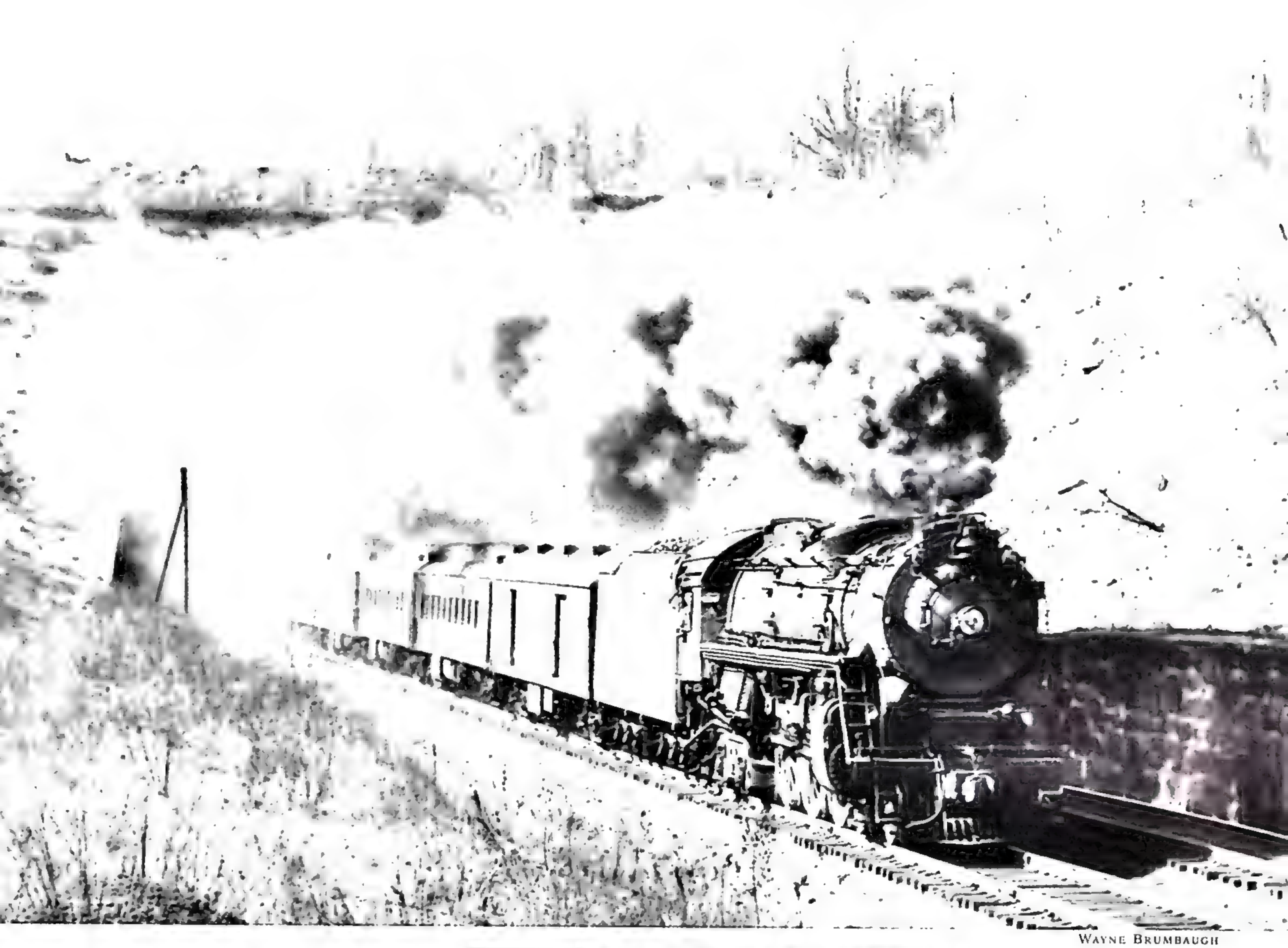
By 1951, however, the 1152, though only 14 years old, was in the twilight of her career because of dieselization. Her presence at Hoboken indicated a sad demotion to commuter service, wherein she was assigned to the 73-mile Branchville local over the Boonton line and Sussex Branch in northern New Jersey.

The Lackawanna in 1937 had taken a hard look at the performance of its limiteds. Two principal considerations emerged. First, trains were becoming heavier because of the installation of air-conditioning equipment and increases in train lengths as the Depression waned and business volume grew. Second, because of the different characteristics of the railroad east and west of Scranton, mainline operations were best divided into two separate and distinct segments.

Heavy-duty, eight-drivered locomotives were a necessity over the 133 miles between Hoboken and Scranton. Even so, any train of more than 10 cars required a helper locomotive west out of Stroudsburg, Pa., 51.5 miles east of Scranton. Although the main line west from Scranton began with a helper district of 6 miles to Clark's Summit, Pa.,

H. D. RUNEY

Hudson 1155 is seen at Waverly, N.Y., doing the work for which she was designed: hustling the *Lackawanna Limited* toward Buffalo. The odd-shaped dome, enlarged in the early 1940's, added sand capacity, but at the expense of aesthetics.



WAYNE BRUMBAUGH

Having just crossed the famous Tunkhannock Viaduct about 3 miles back, Hudson 1154 bursts out of the tunnel at Factoryville, Pa., with the eastbound *Lackawanna Limited*. Ahead: Clark's Summit and a change of engines at Scranton.

MARVIN BROWNE

Catenary for M.U. cars presides over the arrival at Hoboken of engine 1152 with a commuter train in 1951. Diesels had taken over the Buffalo limiteds, so lowly jobs like this were all that kept the DL&W Hudsons out of the scrap yard.

from there to Buffalo the going was fairly easy over the plains of western New York State, and the railroad determined it could improve operations on this portion of the route.

Scranton strategy

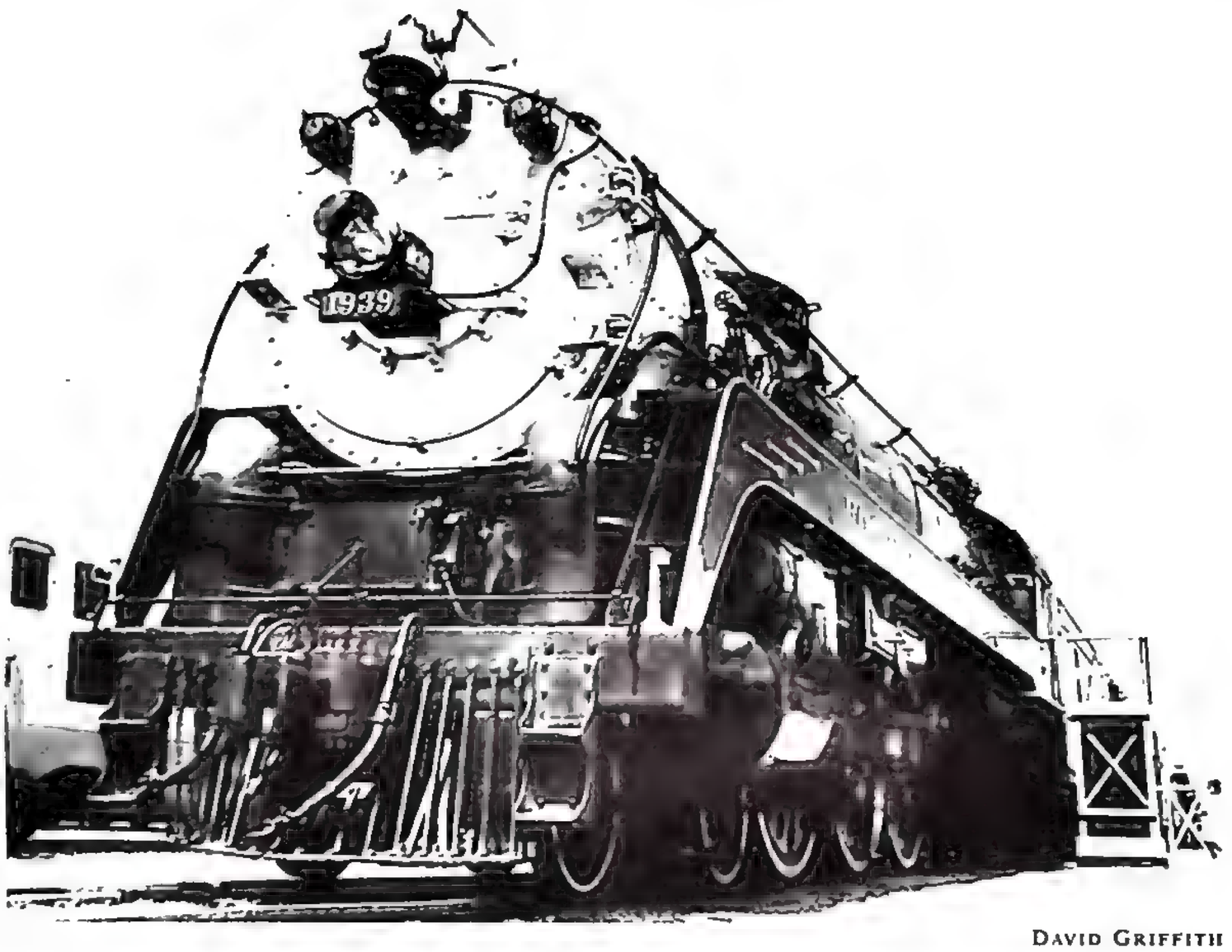
West of Scranton, the limiteds generally were assigned 4-8-2 Mountain types dating from 1924-25, but they often fell short on horsepower requirements. On the other hand, if a big Pocono (as DL&W called its 4-8-4's) was used, a wasteful overpowering situation existed. So, with the 4-8-2's too small and the 4-8-4's too big, Lackawanna placed an order with Alco for five high-horsepower 4-6-4's. The new Hudsons could not achieve the starting tractive force of the 4-8-2's, but they were far superior in horsepower output, which was the name of the game on the fast tracks west of the Clark's Summit helper district. The Hudsons incorporated many advanced features, and they were big, with about the same total weight as the Mountain types.

The Hudsons' generous specifications began with 245 pounds steam pressure, which fed 26x30-inch cylinders. The engines' 80-inch drivers were the largest ever used on Lackawanna power; 73 and 75 inches had been customary in deference to the grades in Pennsylvania. Unlike many other Hudsons, the Lackawanna engines lacked boosters; even so, they had a commendable tractive force of 52,800 pounds. Total weight came to 377,000 pounds, plus a loaded tender weight of 313,100 pounds. Tender capacity was 15,800 gallons of water and 26 tons of coal.

Lackawanna's Hudsons were built at Alco's Schenectady (N.Y.) plant at the same time as New York Central's fleet of 50 J-3a "Super Hudsons." Apart from similar grate areas of 81.5 square feet (DL&W) and 82 square feet (NYC), the two designs were quite different. The Lackawanna engines were larger and more powerful. As with NYC's previous Hudsons, the J-3a's had a low tractive force (about 43,000 pounds), with a booster to assist in starting heavy loads. Once momentum had been achieved, the boiler and a high steam pressure of 275 pounds produced the horsepower for high-speed running.

In order to keep all its six-drivered passenger power within the 1100 series, Lackawanna gave the new Hudsons numbers recently vacated by fast-freight Pacifics, whose boilers had been used to create 0-8-0 switchers.

With the arrival of the Hudsons, the operation of Lackawanna's Buffalo limiteds became standardized with eight-drivered power east of Scranton and 4-6-4's to the west. By 1946, the 1924-built Mountain types 1401-1405 had been sold to Atlantic Coast Line and the 1925-built Mountains 1450-1454 retired, leaving 4-8-4's in charge east of Scranton. We once saw train 3, the westbound *Lackawanna Limited*, depart Scranton with doubleheaded Hudsons for the climb to Clark's Summit. The helper 4-6-4 had come in with train 2, the *Pocono Express*, and was used on the short helper assignment instead of the usual Mikado.



DAVID GRIFFITH

Hudson 1151 got running-board skirting, special paintwork, and a new number for exhibition at the 1939 New York World's Fair. The following year, as No. 1940, she sported additional front-end sheet metal for the Fair's second season.

Demoted by diesels

As diesels began taking over the Hoboken-Buffalo limiteds in 1947, the Hudsons were downgraded and began showing up on the east end of the railroad. Train 26, the early morning *Merchants Express* from Scranton to Hoboken, got one. Since this train usually had only five or six cars, a Hudson could conquer the 1.64 percent grade to Lehigh Summit without a helper. In the late afternoon, this train returned west as No. 11, the *Scrantonian*.

Another latter-day Hudson assignment was train 1301, the *Interstate Express*, which Lackawanna received from the Reading/Jersey Central at Taylor Junction, near Scranton. A big train with several mail and express cars, plus a Philadelphia-Syracuse Pullman, it was hauled by a DL&W 4-6-4 to Binghamton, N.Y., where cars were split among three trains: 15, the *Owl*, to Buffalo; 1815 to Utica; and 1915 to Syracuse.

Each day about 7 a.m., the switching activity at Binghamton was fast and furious, as mail and express cars were exchanged among the incoming 1301 and the four outgoing connections. The *Owl*'s Hudson, coupled to three or four baggage cars, would be standing on the main line in front of the station while, to the east, the complicated switching moves were being made. Eventually, train 15's consist would be put back together, plus those of the two connecting trains. Then all three would depart at close intervals, as would a Delaware & Hudson train that left the adjacent Erie station for Albany.

Thus the heyday of Hudsons hauling Lackawanna's limiteds between Scranton and Buffalo lasted little more than 10 years. Their demotion to commuter service out of Hoboken was indicative of the fate of many modern steam locomotives throughout the land as shiny new diesels shouldered them aside. All five of the big, handsome Hudsons were retired in 1951-52, and by the end of 1953, steam was dead on the Lackawanna. Alas, like the road's Mountains and Poconos, none of the Hudsons escaped the cutting torch. ■

More on our Web site

Read more about Hudson-type locomotives at our Web site, www.classictrainsmag.com

Classic Images

Photo Section

TURNING NO. 9: Southern Pacific dieselized its lonely 3-foot-gauge line between Laws and Keeler, Calif., in 1954 with a specially built General Electric 50-tonner. When the GE needed maintenance, SP would steam up 1909 Baldwin 4-6-0 No. 9. On one such occasion, in July 1959, the crew has No. 9 on the "gallows" turntable at Laws, getting her ready for the run south to Keeler. The line quit in April 1960; No. 9 is now on display here.

AL CHIONE PHOTO

ERIC HIRSIMAKI

ROAD-SWITCHER, VERSION 2.0: Alco's 1000 h.p. RS1, introduced in 1941, was the first road-switcher model. Seeing a hit on its hands, after World War II the builder took the concept further with the 1500 h.p. RS2. The Monon bought nine RS2's in 1947, two of which had been built as Alco demonstrators. Monon renumbered its RS2's from 21-29 to 51-59 in 1965-66, when it upgraded the units to 1600 h.p. at its Lafayette (Ind.) shops. No. 56 is seen working at Lafayette under a cloud of characteristic Alco black smoke on September 24, 1969.

JAMES A. BROWN

DITCH-LIGHT PIONEER: Now standard throughout North America, "ditch lights"—pairs of low-mounted lights to supplement the locomotive headlight—originated in 1956 on Canadian National, which hung them on locomotives in mountain districts. CN GP9 4240 shows off her early ditch lights as she and two sisters, part of CN's original fleet of 349 GP9's, climb the Rockies with a westbound freight out of Jasper, Alberta, on June 22, 1963.

DAN POPE COLLECTION

BALDWIN ON THE BURLINGTON: With its *Pioneer Zephyr* and legions of E and F units, the Burlington Route is rightly considered to be one of Electro-Motive's best and highest-profile customers. Not counting a few oddball Whitcombs, Porters, and the like, all of CB&Q's switchers were EMD's—except those bought during World War II, when production restrictions limited the La Grange (Ill.) builder to road units only. Thus we have Baldwin VO1000 No. 9368, one of 39 Alco and Baldwin switchers built for the Burlington in 1943-44, working south of Chicago Union Station on November 4, 1961.

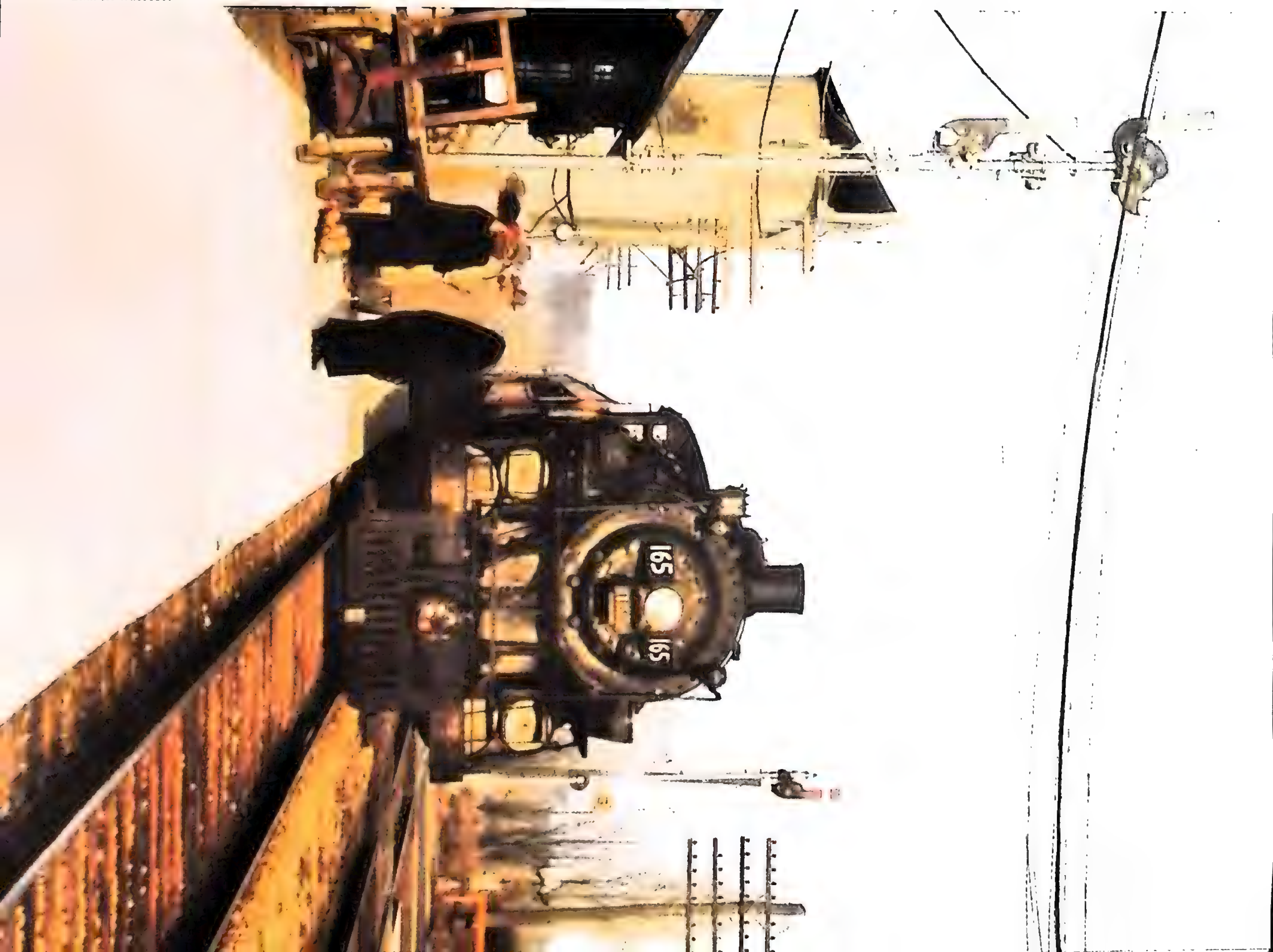
ON THE OLD MAIN LINE: Fairbanks-Morse H16-44 No. 9740 trundles west with a Baltimore & Ohio local freight at Monrovia, Md., in March 1971. The little train is on B&O's original line west from Baltimore, known after being superseded by routes via Washington, D.C., as the Old Main Line. B&O had 10 H16-44's, FM's biggest selling model at 357 units.

WILLIAM E. HOPKINS

ROBERT MILNER

BLUE PACIFIC: The Wabash's use of dark blue as a corporate color extended to the livery of its steam passenger locomotives. With domes and running boards trimmed in white, handsome J-1 Pacific No. 669 leaves Chicago Ridge, Ill., with train 13, the Chicago-Decatur local, in July 1952. The 16 J-1's were built in 1912 by Alco's Richmond (Va.) Works (Nos. 660-669) and Baldwin (670-675).

CANNONBALL A-COMIN': Sometime in the late 1940's, Milwaukee Road F3 Pacific No. 165 (Brooks, 1910) brakes to a stop at Elm Grove, Wis., with train 12, the morning local from Watertown to Milwaukee known informally as the "Cannonball." The passengers, including a nun from a nearby convent, will have a 22-minute ride to the train's terminus in downtown Milwaukee, 10 miles away. The depot building was destroyed by a derailment in the mid-1950's, while the Cannonball lasted until 1972.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Executive recruiter

How many railroaders were inspired by the likes of Otis Sweet?

By Chris Burger

FOR THE RECORD, the man in the cab window of New Haven SW1200 651, at left, is locomotive engineer Otis E. Sweet. I made the picture at South Boston terminal with a Kodak Brownie-Hawkeye camera in 1956 or '57. The 651 was nearly new, but Sweet was getting ready to wrap up more than 50 years in engine service on the New Haven's Midland Division.

New Haven engineers were required to leave "main line" assignments at age 70. They could then work yard assignments as long as their health, and seniority, permitted. Sweet held commuter runs between Blackstone, Mass., and Boston until the mandatory age rule caught up with him, then took a yard job at the South Boston Produce Terminal for several years before retiring.

I was hooked on railroading long before my family moved to Dedham, Mass., in 1947. Dad commuted to Boston from the Endicott station on the Midland, 11 miles out of South Station and the first stop past Readville, riding trains 912 to work and 925 home. Sweet was the regular engineer. Until 1952, his usual power was I-2 Pacific 1312. Train 925 was due at Endicott at 5:36 p.m., and I was usually camped by the gangway for a chat. Invitations to the cab for a look around were ultimately followed by invitations to "ride along."

Most of my trips were homeward from Boston as my parents weren't sympathetic to requests to skip school for a morning train ride. Threading the slip switches at South Station; through the cut to Back Bay for a station stop; then pounding out Track 1 (of four) to Readville (maximum speed for passenger trains, 90 mph), mixing it up with Needham, Dedham, and Providence locals and an occasional Shore Line express before heading up the Midland connection for the final mile or so to Endicott—it just didn't get any better! Not even when the 1312 was replaced by an Alco DL109 in 1952.

But what is Sweet's "executive recruiter" connection? How many railroaders do you suppose were inspired, encouraged, coached, and yes, in a sense recruited, by the likes of Otis Sweet—in the cab, caboose, motor car, depot, office, or wherever, providing a ride, a toot on the whistle, a wave, a timetable, or train orders to take home and study? I know there are many besides me.

One of the challenges facing railroads today is to recruit the next generation of employees—managers and otherwise. For the right person, these are great jobs. That person isn't necessarily a railfan, but having a "feel" for what railroading is all about can be a real plus. It's still about running trains—profitably, on-time, and safely—and it's still people who make them go.

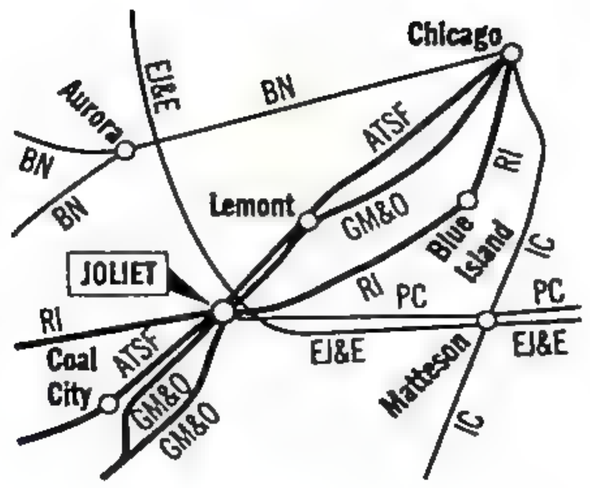
So, while the accompanying picture is of Otis Sweet, I'd like to think, in a larger sense, it's of all the railroaders who recognized the value and the fascination of what they did, understood that others might want to do it too, and tried to help. Here's to all of them and, perhaps more important, to those like them out there today, who are also in a position to be recruiters. ■

In this 1949 photo by Wayne Brumbaugh, New Haven commuter train 925, bound from Boston South Station to Blackstone, navigates the Midland Division connection at Readville. Next stop: Endicott, where the author's father, who probably was on board, will disembark for home.

November 14, 1971, was an historic day at Joliet as the first passenger train to run *through* Chicago, Amtrak's *Prairie State*, paused (above) on its way from Milwaukee to St. Louis. I wasn't quick enough in disembarking to cross to the sunny side of the track before the train pulled out, but some fans on hand were able to do so.

Amtrak was still operating with equipment it inherited at start-up, so the *Texas Chief*—still running Houston-Chicago on the Santa Fe—looked unchanged (right) as it approached Joliet behind "Warbonnet" F7's shortly after we got off the *Prairie State*. Only a Budd "short dome" marred what otherwise appeared to be an all-Santa Fe consist. Note the cluster of photographers (far right) in the distance by the tower and diamonds.

J. DAVID INGLES COLLECTION



One day at . . .

Joliet, Ill.

By George W. Hamlin • Photos by the author

AMTRAK'S INAUGURATION on November 14, 1971, of the first-ever passenger trains to run *through* Chicago provided a novel way to get from the northern suburbs, where I lived, to the busy rail crossroads of Joliet, 37 miles southwest of the city, for a morning of railfan photography. Doing this by train had long been possible, of course, but it involved changing stations downtown and riding lowly commuter trains.

Now, twice a day, one could be whisked from Glenview to Joliet, or vice versa, in reclining-seat comfort, not to mention having the opportunity to patronize a real dining car.

Thus, I and two friends were at the station in Glenview to board the first run of Milwaukee Road (Amtrak) 320 with its new name, *Prairie State*, at 7:15 that morning. (At Chicago, it would become Gulf, Mobile & Ohio 301 to continue to St. Louis.) The consist was a typical mix of equipment for the era, Amtrak having not had a chance yet to do much with the car and locomotive

Rock Island stayed out of Amtrak, but had plenty of surplus E-unit passenger diesels since it operated only two daily intercity trains in each direction. After train 12, the eastbound *Peorian*, made its station stop about 9:15, a westbound freight behind four E8's (right) went through. In something not often seen on the Rock by then, all four E's had more or less the same color scheme! Next came a southbound GM&O freight (above) behind two of its 22 SD40's, which employees called "Big Reds." The train was one of two scheduled each day from Glenn Yard in Chicago to Bloomington, Ill., and St. Louis.

After the passage of Rock Island's other passenger train (opposite page), I made my only big error of the morning, being caught on the shady side of the tracks as Santa Fe's hot "Super C" piggyback train ambled through behind two cowl units, F45 5934 and FP45 5945. Santa Fe kept its nine FP45's when Amtrak started, selling to the new carrier only the older passenger F7's, and repainted the FP's into freight blue and yellow. They regained their Warbonnet livery in 1989.

Rock Island's E units on the passenger trains were the brightest diesels of the day, witness train No. 6. This run, by now nameless, operated between the railroad's namesake Illinois city and Chicago's La Salle Street Station. Normally train 6 would have but a single E8 and four or five cars, but Butterworth Tours, a frequent Rock Island special-party customer, had a University of Iowa football game charter the day before, and the extra diesels and cars were deadheading home. The dome car was Butterworth's *Big Ben*, built for Chessie and used later on the Rio Grande; Butterworth operated it under contract as a parlor car. The observation was Butterworth's *Reveler*, built in 1938 as *Jacks Narrows* for the Pennsylvania's *Spirit of St. Louis*.

fleets it inherited 6½ months earlier. Two Milwaukee E9's led a Union Pacific counter-diner-lounge, a Chicago, Burlington & Quincy dome coach, and three Seaboard Coast Line coaches.

With me were Ira Silverman, who worked for the Illinois Central, and H.L. "Skip" Hansberry, then of Louisville, Ky. I lived in Evanston, where I was in Northwestern's Transportation Center MS program, which is where I met Ira (he would move on to Amtrak for many years, and now is with MARC). I had met Skip at college in Virginia.

On this historic day, railfans were out in force, and we found that the one dome was chock full of Milwaukee fans, most of them in a Wisconsin Chapter, NRHS group. Unbeknownst to me then, TRAINS' new Associate Editor, Dave Ingles, today Senior Editor for both CLASSIC TRAINS and TRAINS, was aboard with his wife, Carol. He would write up the trip in April 1972 TRAINS [pages 28-30] under the title "Through Chicago: People as Well as Hogs," which included two photos by the late John H. Kuehl.

With no dome seats available, second choice for the three of us was the diner, in which we enjoyed a breakfast of railroad-style French toast while the train paused on the easterly through track 19-28 in Chicago Union Station before its 8 a.m. departure.

The attraction of Joliet, then as today, is the multiple-diamond crossing right at Joliet Union Station, with its adjacent UD interlocking tower. In 1971 the players were Santa Fe, GM&O, and

Joliet was the terminus of Rock Island's commuter service, and shortly after a two-car bilevel train arrived behind red ex-Union Pacific E9 662, an eastbound freight led by GP9 1283 and a second-generation GP approached the Santa Fe/GM&O diamonds. That's the Will County Courthouse visible above the commuter train.

After the passage of the westbound Santa Fe freight pictured on the opposite page, next was another eastbound Rock Island freight with piggyback cars up front, led by A-B-A E's and an F unit. The E's still wore UP yellow; RI bought 5 E8A's, 8 E8B's, and 4 E9A's from suitor UP in 1969. The E9's were converted to head-end-power for commuter service, as were two E8A's. Usage of the others on freights yielded mixed results.

Rock Island. Although the Rock was well into its long decline, it put on the most colorful show during our visit.

Dave and Carol, and some of the others from Milwaukee, rode on south from Joliet [see "Second Section"], but seven photographers among the Wisconsin NRHS crowd detrained with us about 8:45. My only serious error of the day occurred when I was out of position for Santa Fe's hot "Super C" freight, and had to shoot it from the station platform, on the shady side. Otherwise, the weather was perfect and we were provided a good mix of trains to watch and photograph, highlighted by the spectacularly red trio of E8's on the Rock's former *Quad Cities Rocket* about 9:30 a.m. In fact, counting Santa Fe "Warbonnet" F's, GM&O power, and other Rock locomotives, red in various shades was the "color of the day." In just under four hours at Joliet Union Station, I shot 14 trains: 6 Rock Island, 5 Santa Fe, and 3 GM&O.

Our return conveyance, scheduled out of Joliet at 12:31 p.m., was Amtrak's first northbound St. Louis-Milwaukee through train, GM&O 302, which still carried the name *Abraham Lincoln*. (It would become MILW 323 at Chicago.) Although the two E7's, baggage car, and parlor car (on the rear) were traditional GM&O, they sandwiched Milwaukee Road coaches and a Southern Pacific diner. Not to worry—the latter still featured the "GM&O Special Sandwich" on the luncheon menu. All in all, it was a truly great and historic morning. ■

Three GP35's, with GE U30CG 8003 in tow (one of six delivered for passenger service in 1967), led a Santa Fe freight west under the bridge holding signals for the diamonds behind me and the Santa Fe-GM&O split in the distance. The semaphores were Joliet hallmarks into the late 1980's. The building at extreme right, behind the pole, recently has been a fire house, but earlier was an Elgin, Joliet & Eastern station.

Santa Fe and GM&O each had small yards in Joliet, with switch jobs based at them, Santa Fe's to the north and GM&O's to the south. Santa Fe GP20 3167 passed UD Tower with a lone covered hopper. Today, the tower is still staffed, by commuter railroad Metra, and Joliet remains a busy place for train-watchers with action also provided by BNSF, Iowa Interstate, CSX, UP, and Amtrak.

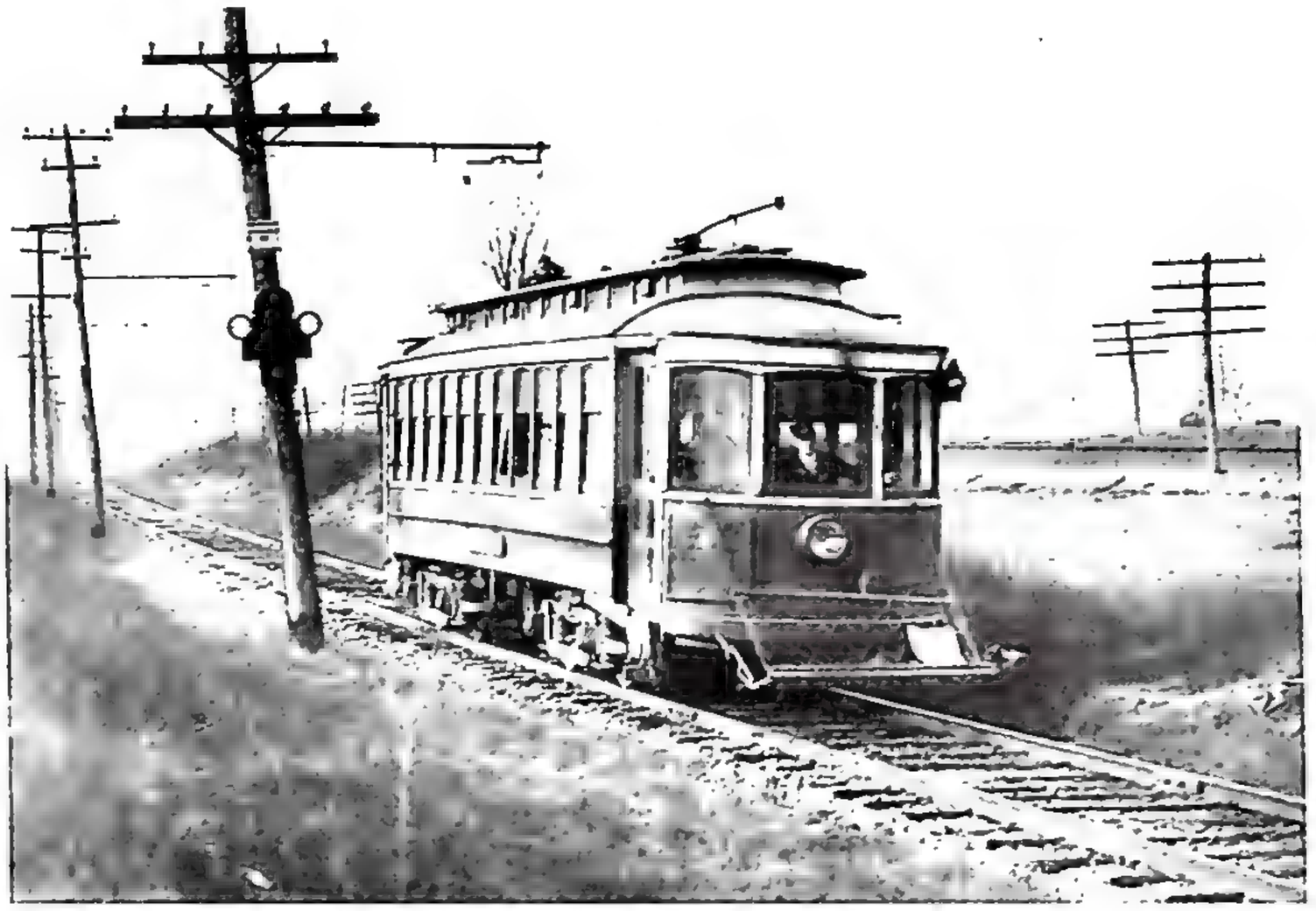
About 12:30 p.m. our conveyance back to Glenview, the *Abraham Lincoln*, passed a few fellow photographers as it slowed to a stop behind two GM&O E7's, appearing as if Amtrak hadn't come to pass yet. Milwaukee Road coaches and an SP diner behind the GM&O baggage car brought us back to reality, though we were still able to enjoy a GM&O menu item for lunch as we concluded a delightful, historic, photo-filled morning.

Great Photographers

William Moedinger: A true pioneer

From Eastern trolleys and short lines to the Colorado narrow-gauges, this former Pullman conductor captured the railroad scene on film for more than 70 years

By Kurt R. Bell
Photos by William M. Moedinger



Conestoga Traction Co. car 43, bound for Lancaster on the Elizabethtown line, parallels the PRR main line west of Florin, Pa., in 1931, seven years before the Pennsy line was electrified.

"TO TAKE GOOD RAILROAD PICTURES, you only have one chance, otherwise you had to go someplace else and try again," quips William M. Moedinger. "A steam engine is no good unless you have some smoke. I would try to get a place where they were on a grade and were working hard. The smoke would show motion and make the picture interesting. . . . If you try to include the entire consist in the view, it makes a better picture. . . . The most important thing was getting light onto the subject. . . . I found this process very enjoyable."

This veteran lensman rightly knows the secrets of good railroad photography—he practiced the craft for more than 70 years.

The first generation of railroad photographers has virtually passed from the scene, but Bill Moedinger is one of the last—and one of the best—from those early years. A pioneer, Moedinger is a true renaissance man—he not only photographed trains but also wrote about them, worked on them as a Pullman conductor, and has even owned and operated them. His most recognized work has preserved some of the best historic images of the Rio Grande Southern and various trolley lines in southeastern Pennsylvania.

William McGarvey Moedinger was born on July 21, 1913, in Lancaster, Pa., and developed a passion for trains at an early age, making his first railroad photos in 1925, at age 12. "I started taking railroad photos as soon as I got a camera," he says. "My first subjects were the trolleys of the Conestoga Traction Company near my home. Trolleys always fascinated me."

His father, who also admired trains, was in the cemetery monument business, and young Bill would accompany him as he drove to graveyards around Lancaster County. "If we'd pass a railroad track, we'd pull over, and if Dad thought something was coming, we'd wait," Moedinger recalls.

Diminutive Rio Grande Southern 2-8-2 No. 455 and its train, northbound for Ridgway, Colo., snake around Trout Lake against a mountain tableau on a brilliant June afternoon in 1949. Moedinger's favorite photos are of the RGS.

As a child, Bill spent time with his uncle, the station agent at Westbrook, Pa., on the nearby Lancaster, Oxford & Southern; Bill's rides over the 3-foot line kindled a love of narrow-gauge railroads. The big-time attracted him, too, however. He grew up only three blocks from the Pennsylvania Railroad station in Lancaster and so during the 1920's he watched K4's pass frequently on blue-ribbon expresses, more than a decade before PRR electrified the line. Summers spent on a family farm near Peach Bottom, Pa., afforded Bill opportunities to watch Pennsy freights along the Susquehanna River.

Moedinger always prided himself in using good camera equipment. "One of my earliest cameras was a Graflex—a great newspaper camera. My first camera, which I got in high school, was an Eastman Vest Pocket, size 127, and then I acquired a folding Kodak Eastman Special 2½x4¼, which used size 120 film. The Eastman Special was my favorite because the lens was fast enough for most pictures. It was especially good for train pictures," he recalls.

Later he acquired two more Eastman Specials, sizes 116 and 616, and then a Graflex 2¼x3¼. Before starting high school, he began to do his own film developing, printing, and enlarging in his father's basement. Darkroom work became a favorite pursuit. "Good photos," he says, "are made in the darkroom, where steps can be taken to overcome an unfavorable exposure during the taking of the picture. If you got five or six good prints out of an eight-frame roll, you were doing pretty well." Bill made of a lot of 5x7 prints, but mostly 8x10's, which he would sell as sets.

Beginning in 1930, when he was 17, Moedinger sought out local trolleys to photograph. "Mainline trains ran so fast, [but] the lenses and film weren't quite as fast, so you had to take something a little bit slower," he explains. "Otherwise, you'd get a blur. So a lot of pictures showed trains pulling out of stations, or pulling in or standing still.

"I really took more trolley pictures than anything else—the trolleys didn't move very fast, and they fascinated me," he says. "In the 1930's the trolleys were vanishing rapidly, so I made an effort to get every local line I could."

Moedinger's first published photo—of a gas-electric doodlebug on the PRR's Columbia & Port Deposit branch—appeared in the November 1932 issue of *Railroad* magazine.

A passion for the narrow-gauge

Recording the Colorado narrow-gauge lines became Moedinger's primary interest. On his first trip west, en route to California in 1932 with some

At Beaver Valley Junction (above) south of Lancaster, two Conestoga Traction cars share a scene with their rubber-tired successor. The trolley at left is on the Strasburg line; the car at right has come from Quarryville. It's 1931, final year for both routes. In spring 1932 (left), Moedinger recorded a Conestoga car leaving Akron, Pa., for Lancaster on the Ephrata line.

fraternity brothers, he heard whistles near Gunnison, Colo., but didn't see a train. Descriptions of the Rio Grande in Gilbert Lathrop's articles in *Railroad* intrigued Bill, though, prompting him to return to Colorado again and again. He would spend his vacations in the Centennial State through the 1970's.

In summer 1933, Moedinger's second Colorado narrow-gauge experience was an afterthought. He and some friends had taken the train to Chicago to visit the Century of Progress fair. "We got bored with the event in a hurry," he recalls, "so we decided to go on to Colorado." Soon they were aboard a Burlington train for Denver, and Bill exposed on film his first scenes of a Colorado narrow-gauge road, using his 8mm movie camera, on a ride on the Colorado & Southern from Denver to Leadville.

William Moedinger

Bill and two college buddies, Lloyd Sheaffer and Harcourt Darmstaetter, went back the next year, and at the Denver & Rio Grande Western's Durango ticket office Bill asked where he could ride for four dollars. After being ridiculed by the agent, he was sold a ticket to Pagosa Junction, where his friends would drive to pick him up. "I got there a long time before they did," Bill says. "The train pulled out, and I was in the middle of nowhere, but I photographed [2-8-0] No. 317 pulling a combine with an unusually large cupola. Unfortunately, I had trouble with my camera on that trip, but it was a start.

"My favorite photographs are of the Rio Grande Southern," Moedinger says. "I took so many pictures of it; I think the Western country had something to do with it. It had a clear atmosphere that made it perfect for photography. I eventually rode the RGS many times before I got over the whole line."

Many of Moedinger's Colorado trips included true adventures. One time, on a 1949 trip, his Harley-Davidson 74 motorcycle got stuck in Black Canyon, and his suitcase, containing his camera and clothing, went tumbling into the Gunnison River. Another misfortune was when his brand-new Ford slid into a ditch and turned over against a mudbank; after it was extricated, it left a perfect imprint in the mud. In the rough railroad town of Como, a railfan friend from Lancaster, John J. Bowman Jr., walked into a seedy bar and asked for a milkshake, but they survived the ridicule.

On the Rio Grande Southern, Bill was given the controls of a "Galloping Goose" car and backed it into a siding to clear a passing freight train. "Things were relaxed on the RGS in those days," he understates. Another time, he rode on the roof of a stock car on a D&RGW sheep train from Silverton to Durango [pages 4-5].

"In the early days," he recalls, "we would sometimes drive to Indiana, take the South Shore interurban to Chicago, then ride the CB&Q's *Denver Zephyr* to Denver. We only got three days in Colorado—the rest of the time was spent traveling." He eventually made it around most of the 600-mile "Narrow Gauge Circle" (which consisted of lines from Salida west to Montrose, south to Durango [including the RGS], east to Alamosa, and back north to Salida).

A pioneer, east and west

Moedinger, together with a half-dozen railfan friends, in the mid-1930's helped establish in Lancaster the first chapter of the National Railway Historical Society, which would become the nation's largest rail-enthusiast organization. On one of their first chartered excursions, on the East Broad Top, Moedinger recalls committing some hijinks with his friends. "We blew the whistles on the display locomotives, which summoned the Orbisonia fire department. But they got used to us."

A few months later, after graduating from Franklin & Marshall College, he moved west with his future brother-in-law to work as a "scab" at an Astoria, Ore., sawmill for a summer. But soon he returned to Pennsylvania to live, and of course, to his beloved Colorado on vacations.

What makes Moedinger a pioneer is that he began taking pictures in Colorado several years earlier than many other fans, who began visiting the narrow-gauges mostly after World War II. Indeed, Bill's evocative photo essays of Colorado railroading published in *Railroad* and TRAINS helped inspire many other railfans to travel there.

Longtime friend and fellow rail enthusiast John D. Denney Jr. agrees that Moedinger is regarded as a pioneer. "Otto Mears may have been the pathfinder," declares Denney, "but Bill Moedinger started the trek."

Bill did have "pioneer company," of course. When Lucius Beebe was compiling his classic book *Mixed Train Daily* in 1946, he wrote to "a half dozen of the really top-drawer photographers," as he put it, including Richard H. "Dick" Kindig, Gerald M. "Gerry" Best, and Moedinger, for photos to illustrate it. Moedinger still has the letter. But despite Beebe's apparent high regard for Moedinger's talents, none of Bill's photos appeared in any of Beebe's books. When Beebe said he could not guarantee payment or provide a free copy of the finished book in exchange, Moedinger politely told Beebe to take a hike. One of Bill's Maryland & Pennsylvania photos appears to be the basis for a wash in *Mixed Train Daily* by noted artist Howard Fogg.

Moedinger became friends with TRAINS publisher Al Kalmbach in the early 1940's, when the magazine was new. Kalmbach assigned Moedinger to write several articles, some of which appeared in the magazine without a

In 1934, on his third visit to Colorado narrow-gauge country, Moedinger captured two 2-8-0's with a cupola-equipped combine car on the D&RGW at Pagosa Junction, about midway between Durango, Colo., and Chama, N.Mex.

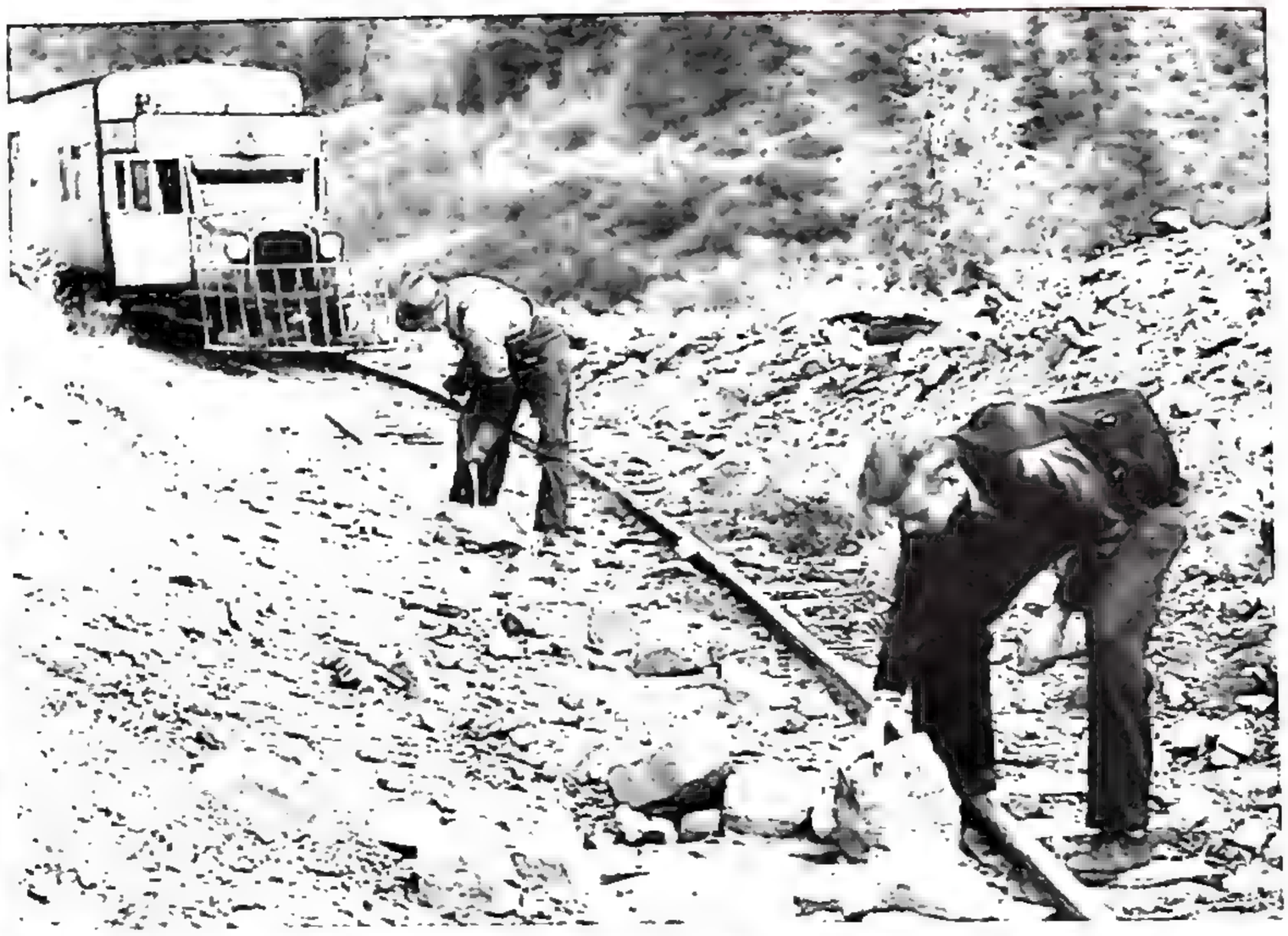
Rio Grande Southern 2-8-2 No. 455 curves across a trestle over Lightner Creek west of Durango with a westbound freight in 1941. Out of sight, 2-8-0 No. 340 lends a hand on the rear.

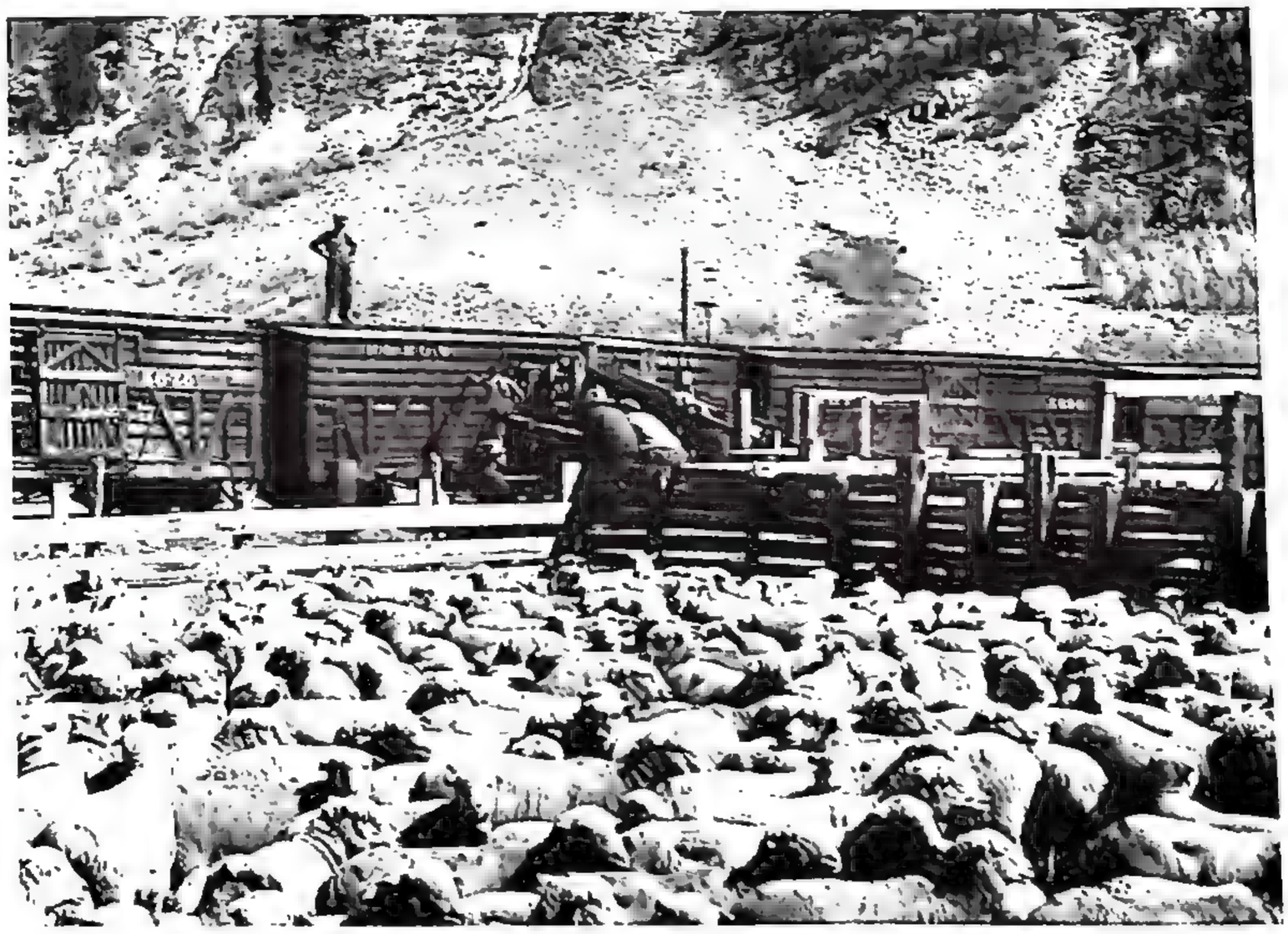
byline. Impressed with his writing and photography abilities, Kalmbach even offered Moedinger an editorial position. Bill's father was not thrilled with the prospect of his only son moving to Milwaukee, though, so Moedinger, regrettably, he says, turned down the offer. He tried enlisting in the Army during the war but could not pass a physical because of poor hearing. Instead, the call of the rails soon caught his fancy.

Between 1944 and 1956, Moedinger roamed the country as a Pullman Company conductor, traveling more than 1,040,000 miles on the job—"a million-mile vacation," he called it. He did not take his camera with him, thinking it best to put work before pleasure. He has fond recollections of those years. "Pullman was a good company to work for," he says. "You weren't confined to just one railroad. Whatever road subscribed to Pullman service, you could run on. I had some nice experiences."

Many of Moedinger's Pullman stories appeared in TRAINS between 1970 and 1976 as a popular series of six articles. These followed a photo-based article on his early Colorado narrow-gauge wanderings ["When All Roads Led to Durango," October 1969].

Moedinger authored at least 14 articles for TRAINS over 35 years, including the early, unsigned pieces. In the early





1940's, Bill's writing assignments took him to the Montpelier & Wells River in Vermont, the Baltimore & Annapolis in Maryland, the Piedmont & Northern in the Carolinas, and other small roads.

Active in the East as well

Despite his intense Colorado interest, Moedinger did not neglect the Eastern railroad scene. One of his most beloved Eastern roads was the Maryland & Pennsylvania, the "Ma & Pa," about which he wrote in December 1941 TRAINS. "I found the M&P very interesting," he says. "It had fairly old equipment, and an interesting right of way along Muddy Creek. That was the most picturesque part of it. Through Delta [Pa.], that was quite a railroad. From about 1935 through 1942, I would go over there on a Saturday, since I worked during the week." Author George Hilton praised Moedinger in his classic book *The Ma & Pa* for sparking his interest in the famous road, and included Bill's photos in several editions. After his first visit to the Ma & Pa, Hilton remarked, "I found it all that Moedinger's article had led me to expect."

RGS "Galloping Goose" No. 7 (top), running as train 371, is stopped by a mudslide, a common occurrence, in 1941. At Silverton (above), sheep crowd a stock pen while being loaded aboard a D&RGW train in September 1942; today, tourist trains from Durango are turned on this track.

Bill did avoid one of the East's hottest attractions, though. "I did not shoot the East Broad Top much because, to

William Moedinger

me, it didn't have the flavor of the Western narrow-gauges. I took some pictures of the Reading, north of Lancaster, and the Pennsy was always a local favorite of mine. We made a trip or two down to the East Tennessee & Western North Carolina, which ran a special train for us, and I shot movies of the train going through the Doe River Gorge. That was a very interesting little railroad because it was dual-gauge. I either shot stills or movies, never both." On local trips, he usually went with area fans James P. Shuman, Leon Franks, and Ed Lewis.

It's September 1943 and we're about 2.5 miles south of New Freedom, Pa., on PRR's twisting, hilly Northern Central line between Baltimore and Harrisburg. Coming at us are a K4s Pacific and E6s Atlantic with the Washington section of the *St. Louisan*. The last of the two sleepers at the rear is just crossing the Mason-Dixon Line.

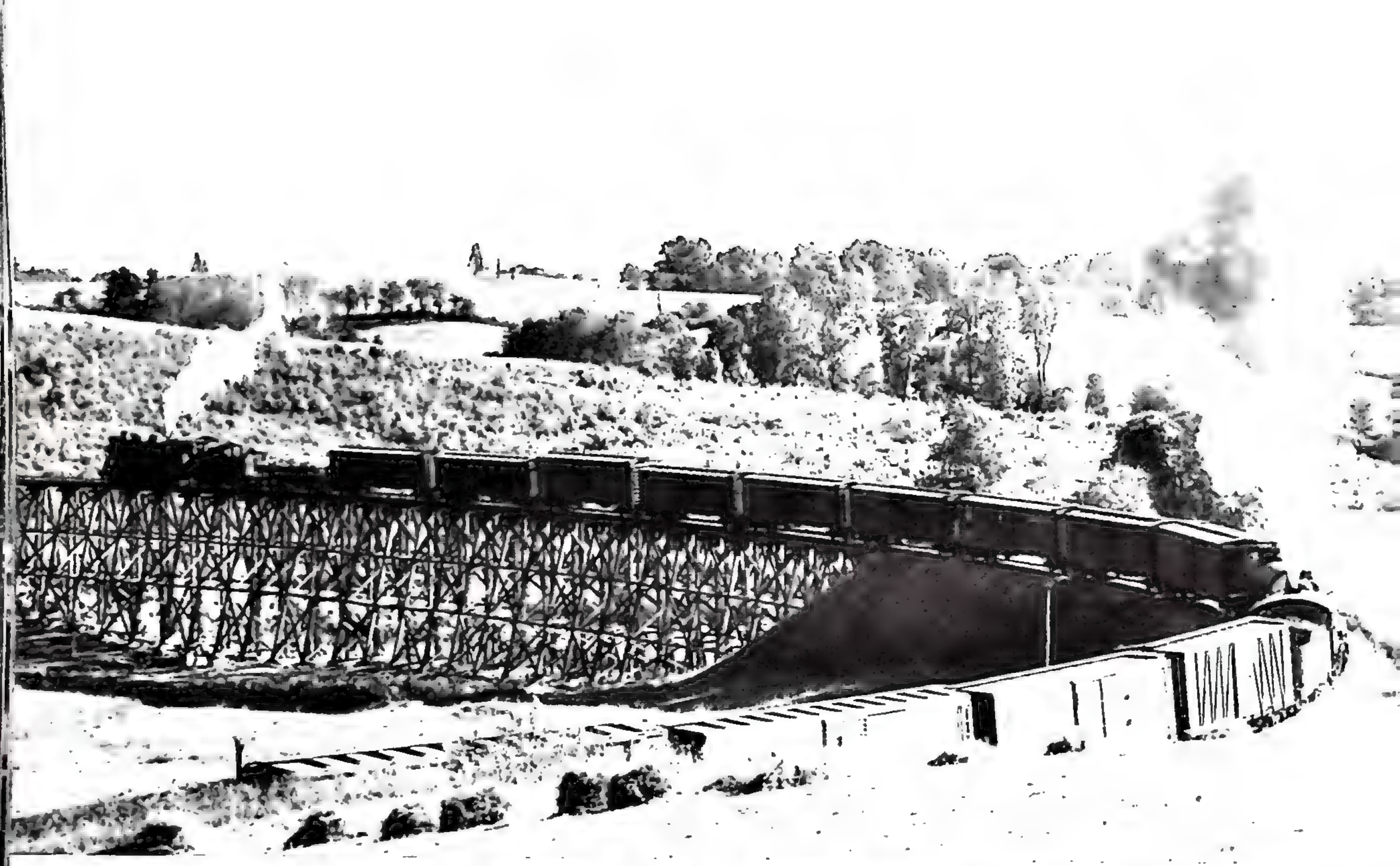
After he left Pullman, Moedinger sold insurance. In 1958, he became a vice president and a shareholder in Pennsylvania's renowned Strasburg Rail Road, an ancient, failing short line which he and other investors resurrected to become one of the first, and one of the leading, tourist railroads in the nation. For many years, Moedinger and his first wife, Marian, who died in 1992, operated a complex of gift shops adjacent to the Strasburg depot.

Moedinger was the Strasburg's president from 1970 to 1988. He also authored *The Road to Paradise*, the Strasburg's million-selling softcover souvenir book. Bill's second book, *The Trolley: Triumph of Transportation* (Applied Arts Publishers, 1971), features his photos of traction lines in Pennsylvania. More recently, Mallory Hope Ferrell's *Silver San Juan* (Pruett, 1973) and Dell McCoy, Russ Collman, and William Graves' comprehensive 10-volume *The RGS Story* (Sundance Publications Ltd., 1990-2003) have introduced Moedinger's photography to a new generation.

The Reading's daily-except-Sunday train between Reading and Lancaster approaches the flag stop of Shreiners, 2.9 miles from Lancaster, on a foggy morning in about 1940. The train started in Coatesville, ran to Reading as No. 701, then continued on to Lancaster as 901. Engine 415 was one of 10 4-4-0's built by Baldwin for RDG in 1914, the heaviest American types ever built.

Award-winning lensman

In 2003, the Railway & Locomotive Historical Society recognized Moedinger's body of work with its Lifetime Achievement Award in railroad photography. He shared the honor with photographer and author Wallace W. Ab-



Extending between Baltimore and York, Pa., the Maryland & Pennsylvania was, as Moedinger put it, "77 miles of ups and downs and twists and turns." One of his favorite Ma & Pa spots was Sharon Trestle (above) south of York, where he recorded a southbound freight with a mid-train helper, circa 1940. In a photo (left) that was the basis of a Howard Fogg painting in the book *Mixed Train Daily*, 4-4-0 No. 6 rounds a curve with train 12 at Bryansville, Pa., in fall 1941.

bey. Bill estimates his total number of negatives at between 2500 and 5000.

Linn Moedinger, Bill's son, admires his father's photographic efforts. As a child, Linn would accompany his dad on his regular Pullman assignments to Philadelphia or on the *Pittsburgh Night Express*. "I would crawl into a section and fall asleep, or wander around," he recalls. Today Linn has followed in his father's footsteps, and is president of the Strasburg.

Says Linn, "I think the thing that impressed me most about my dad was that he was never afraid of embracing new technology. When video cameras came out in the 1980's, he soon had one and was aggressively photographing anything with flanges until he was about 85." The elder Moedinger took his last still photos in 1993, and shot his last video footage in about 1995.

"My dad's work is significant in that he photographed many subjects much earlier than most," recalls Linn. "And, I think, he was ahead of his time in composition. He was not a fan of the 'wedge against the sky' format. While his work was not the best technically . . . he did excellent work and was a master in the darkroom. His record of earlier Colorado subjects is remarkable, considering his meager vacation time and the difficulty of traveling. As a kid I spent many rainy days poring over the shoeboxes of photos squirreled away at Grandma's house. I figure that had some impact on my becoming a railfan."

Today Moedinger, 91, resides at Willow Valley Manor near Lancaster with his second wife, Peg. His last trek to

illiam Moedinger

Moedinger's 1941 visit to the Montpelier & Wells River, a 38-mile line linking its namesake Vermont towns, produced this view of M&WR 2-8-0 No. 19 climbing the grade east out of Montpelier with the afternoon mixed train.

Colorado was in the late 1990's. A quiet, private man, he is reminded of his photography daily by large prints of his images hanging in his railroad room. One of his cherished possessions is an end table fashioned from half a crosstie he salvaged from the Rio Grande Southern shortly after its abandonment.

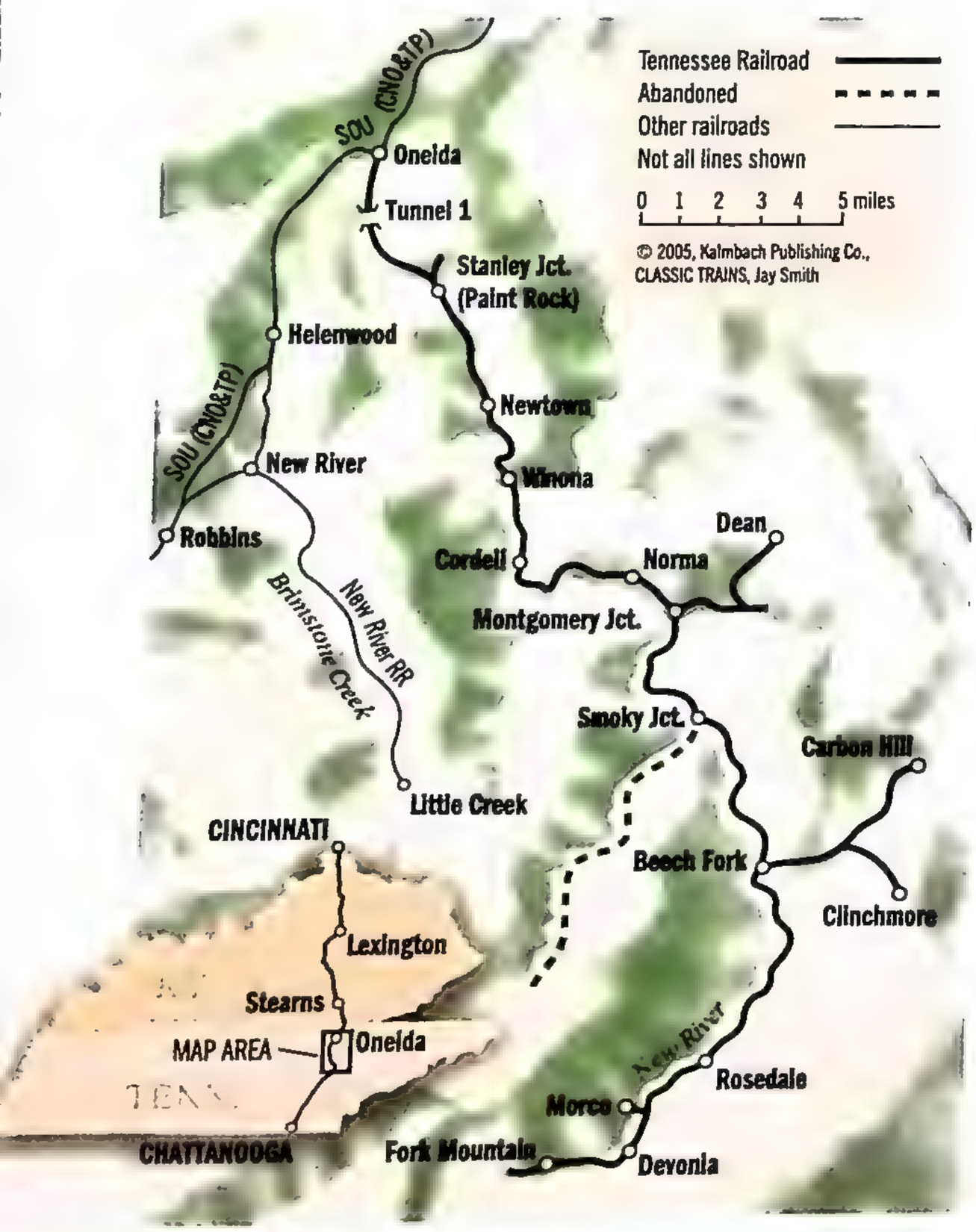
William Moedinger's photography captures the essence of narrow-gauge steam railroading and traction in their twilight. As an early chronicler of his beloved Colorado narrow-gauges, Moedinger should stand as a major figure in the annals of railroad photography for decades to come. ■

Strasburg Rail Road 0-6-0 No. 31 clears the line with the road's Russell plow in early 1969. Moedinger was instrumental in the rebirth of the Pennsylvania short line as a tourist pike in 1958.

A ride on the Tennessee

Just showing up and signing releases enabled three of us to go along as five 30-year-old Alco RS1's tackled a 3 percent grade

By Denny Hamilton • Photos by the author



LIKE MANY RAILFANS, I look back on certain outings with a deep feeling of nostalgia. Some trips stand out as special, and we're always glad to review photos or other mementos from such trips and relive the experience, no matter how many times we've done so before.

One such trip for me was in spring 1973, to the Tennessee Railroad. I was a student at the University of Cincinnati, but I worked summers as a crewman aboard the sternwheel steamer *Delta Queen* on the Ohio and Mississippi Rivers. So, while I wouldn't trade my experiences aboard that riverboat for anything in the world, being on the river full-time in the summer hindered my railfan activities—rail trips had to be planned around breaks during the school year.

I lived in the Queen City, and our crowd had learned that the Tennessee Railroad, a short line 200 miles to the south of us, offered cab rides. Not just any cab rides, mind you, but rides aboard its Alco RS1's. Even at that time, RS1's were rare. The Class 1 fleets were diminishing rapidly, and only a few short lines had more than one or two. One was the Washington Terminal Company, which switched Union Station in our nation's capital and still operated some of its one-time fleet of 25 RS1's. Another was the Chattahoochee Industrial, a newish (1963) line in southwestern Georgia, which had seven secondhanders. A third was the Tennessee, which had six, also all secondhand.

But what, exactly, was the Tennessee Railroad? All we knew about it was what Alton B. Lanier had written in his September 1968 TRAINS article, "The Tennessee Is Tough" [pages 24-30], but that was five years before.

Without question, the Tennessee lived its entire life in obscurity. It was based in the little town of Oneida, population 3500, in the northeastern mountains of the Volunteer State. The line meandered southward—by the time of our ride, 43 miles to Devonia—passing through the likes of Smoky Junction, Beech Fork, Jake's Tank, and Settler's Landing. Its only connection to the outside railroad world was at Oneida, with the Southern Railway's CNO&TP line (a.k.a. "the Rat Hole"). Coal was the only commodity the Tennessee carried.

Incorporated in 1904, the Tennessee stayed independent until not long after our visit, when it was acquired by the Southern. Like many short lines, despite its longevity, the Tennessee was never very profitable, and it passed in and

Right out of Oneida, within the first two miles of the trip, our train encountered a 1.93 percent grade that led to this timber-lined, 400-foot tunnel at the top. Ahead: 36 beautiful miles along the scenic New River.

By today's standards, a great museum: An engine shed without walls, bright-red cabooses, a wooden water tower, a steam derrick, and all six RS1's chortling away in the evening sun—pure down-home, country charm.

out of receivership several times. Its last receivership lasted for more than 20 years, from 1959 until Southern took over.

The Tennessee probably never owned a new piece of rolling stock. A roster with Lanier's article revealed that in steam days, it had a variety of power, all secondhand and mostly Consolidations. Locomotives from at least 12 Class 1's finished out their careers on the Tennessee, from pairs of Monon 2-10-2's and 2-8-2's to a bunch of 2-8-0's from the likes of Lehigh Valley; Detroit, Toledo & Ironton; and Norfolk & Western. The hand-me-down approach continued in the diesel era, when, starting in 1955, the RS1's starting arriving.

First came three from the Atlanta & St. Andrews Bay (its Nos. 905, 906, and 908). Another came in 1956, from the Rutland (400), then a fourth in 1957 from the Bay Line (907). The sixth RS1 came in 1956 from the New York, Susquehanna & Western (246). Tennessee renumbered them, logically enough, in the order obtained, 1 through 6.

I TRAVELED FROM CINCINNATI to Oneida with two railfan friends, Dave Michaels and John Niesz, in Dave's venerable 1955 Dodge station wagon. Even after 30 years, I'll always remember that car, because the heater never turned off! Winter or summer, the heat was always blasting. So on this chilly March day, we headed south on Interstate 75 with the windows rolled down, toasty warm inside anyway.

We made a stop at Corbin, Ky., the Louisville & Nashville hub, and saw a southbound Ringling Brothers circus train pulled by a U25C and a C630. Next we stopped at Stearns, Ky., to see the famed Kentucky & Tennessee. (This pike had not dieselized until 1964, with ex-Rio Grande Alco switchers replacing three 2-8-2's, one of which would return to service under its earlier number, Southern 4501.) We had to keep moving to Oneida, though, to arrive before the end of the business day to obtain our releases from the Tennessee Railroad to ride the next day.

We proceeded to the railroad's headquarters, located in a house on a residential street. After getting our passes, we went on the shop and yard area to see what the road was all about. In a nutshell, the Tennessee would've made a great railroad museum by today's standards.

What drew our attention first was the wooden engine shed. Well, it wasn't really a shed—it had no walls and was completely "open-air," with only a roof to keep the rain off the mechanics' heads. For us "northerners" used to complete buildings, seeing this was a treat. In and around the shed were all six RS1's, chortling away in the evening sun. All were painted green and yellow, but although four had come from the Bay Line, the Tennessee must have liked the look of its only Rutland unit, for five were painted in its style of green with yellow striping; only No. 5 retained its Bay Line look.

There were plenty of other interesting things around the yard. A tie plant was just to the south, and adjacent to it was a wooden water tower from steam days. A steam derrick was on hand, as well as several red cabooses of Southern heritage with a simple TENN. R.R. on their sides. The whole place had

Tennessee's "M-7," a white 1964 Ford Galaxie made into a hi-rail vehicle, would proceed ahead of us to check track conditions. Crewmen and my friends watch as another employee walks away with two buckets of water.

We "northerners," not used to seeing incomplete buildings housing locomotive repair facilities, were compelled to return after dinner for some night photos. Five of the six Alcos wore Rutland-style green and yellow.

a down-home, country charm to it, and we were compelled to return after dark to see it all again and make some photos.

Next morning, after sleeping in the Dodge wagon all night in the parking lot at the CNO&TP depot site, we reported at 7 a.m. to our train. It was a rather fitful night for sleep, since the Southern seemed to run a train every 15 minutes or so.

Our Tennessee train was ready to pull by 7:30. We had engines 5 and 1, both built in 1943, with about 40 empty hopper cars and a bay-window style ex-Southern caboose. Ahead of our train was another Tennessee Railroad curiosity—a white 1964 Ford Galaxie hi-rail vehicle. The hi-railer was to run ahead of us for the entire trip, looking for track problems since the area had experienced a lot of rain in the last couple of weeks. The rivers and creeks were running full, and the railroad wasn't taking any chances. In fact, it was a gloomy day, with intermittent rain, so you couldn't blame the railroad for being careful.

THE THREE OF US CLAMBERED ABOARD the second unit, and soon we were under way, beneath a shower of Alco sparks. The engineer had to notch up right away, because right ahead was a 1.93 percent grade that led to a timber-lined, 400-foot tunnel . . . all within the first two miles of the trip. We blasted upgrade with no problems and then seemed to fly down the other side of the mountain, where the grade was even steeper. The Ford hi-railer left Oneida so fast that we didn't see it for the rest of the trip.

After the initial grades, the Tennessee traveled through more, but different, beautiful scenery. From River Junction to the end of track at Devonia (the railroad once had extended to Fork Mountain), the track followed the New River for 36 miles. This isn't the New River of Chesapeake & Ohio main line fame in West Virginia, but rather a remote and beautiful tributary of the Cumberland River. The railroad bridged many smaller tributaries as they flowed into the New River. The most memorable was at Beech Fork, where another wooden water tower still stood. Across the curved deck bridge at Beech Fork was an old sectionhouse for the railroad that doubled as a family residence, complete with a crude semaphore.

There were no real towns along the Tennessee Railroad, only hamlets that small numbers of families called home.

Rolling south under a cloud of Alco smoke, and north through Beech Fork, where a sectionhouse doubled as a residence and an old water tower stood by the deck girder bridge (and in 1996 still did—see June 2005 TRAINS).

Perhaps because of the remoteness of this valley, the railroad had provided passenger service until 1955, with a Brill gas-electric car, the M-2. A trailer hauled mail and small packages. Imagine my surprise, early in the trip, as we came along a section shed at Stanley Junction that had been made from a Brill trailer! All I could manage was a blurry shot of it, but it was definitely a museum piece, and turned out to be indeed the trailer from the M-2. All of these charming photo subjects were duly noted as we rolled south, and with the knowledge of where they were, and better lighting conditions, I took my better photos on our return.

When our train made it to Devonia, the crew immediately went to work spotting empties and picking up about 20 loads for our return trip. We spent less than an hour there, then began our run back to Oneida. We were halfway home when our train ground to a halt at Montgomery Junction, where we picked up three loads off the Dean branch, a short but tortuous line with a 6 percent grade and a switchback. Luckily for the Tennessee, all loads on the Dean branch went downhill.

Three other RS1's met our train at Stanley Junction, where there was a small yard at the base of Tunnel Hill. The three newcomers pulled up adjacent to our train with a few more loads, and it soon became apparent they would couple their loads to the front of our train. We would have almost the railroad's entire RS1 fleet to assault the hill back toward Oneida, no small task for a train the size of ours. The profile on Tunnel Hill had grades from 1.65 percent to 800 feet of uncompensated 3.56 percent! Would our 30-year-old Alcos be up to the task?

Now, I don't know what would constitute cruel and unusual punishment for old locomotives, but the Tunnel Hill grade would not be kind to these old workhorses. The grade was only two miles long, but half of it exceeded 3 percent. The hill started in earnest at Milepost 3.3 with an abrupt climb of 2 percent. Our train now had the three newcomer RS1's up front, then the three loads they'd brought to Stanley Junction, then our two RS1's and the rest of our train. Needless to say, those 539-model engines were all screaming their hearts out. To make matters worse, the steepest parts of the grade were right before the tunnel at the top of the hill.

By the time our two Alcos topped the grade at Milepost 1.6, the tunnel was already filled with the smoke of the three units up front. At this point, I hoped that the timber lining of the tunnel wouldn't collapse owing to all the rumbling going on inside. After we exited the tunnel, the Alcos were still straining to lift the majority of the train up the grade, but after that was accomplished, we rode under heavy braking for the mile-and-a-half downgrade into Oneida. It was a memorable ride, indeed.

AS WE LEFT ONEIDA THAT EVENING, none of us could have guessed how short-lived the Tennessee Railroad's existence as an independent short line would be. Just five months later, in August 1973, the railroad was bought by the Southern, which operated it as the Oneida Branch. The RS1's, despite being given Southern's computer-check letters then in vogue (they were 1W, 2H, 3J, 4K, 5L, and 6W), soon were sold to a locomotive dealer and were off the property by the end of the year.

Southern made some improvements to the line's infrastructure, strengthening the bridges to accommodate 100-ton-capacity cars and daylighting the tunnel at the top of

Northbound, the two-mile Tunnel Hill grade began with an abrupt climb of 2 percent and had 800 feet of uncompensated 3.56 percent. Would our 5000 h.p. worth of Alco 539's be up to it? Sure. At right, we near the top.

Tunnel Hill. The GP30's and 35's that replaced the Alcos were themselves later replaced by SD40-2's. For another three decades not a whole lot changed, although operations gradually retrenched toward Oneida.

Ultimately, Southern successor Norfolk Southern deemed the line unable to be saved, and just last year, in December 2004, author Lanier alerted us that successor NS had filed with the Surface Transportation Board to abandon all of what it now called the New River Sub except the remaining 14 miles on the Oneida end. No trains had run on the line since 2002, and most of the coal mines had either shut down or were having their coal hauled out by truck.

In early 2005, local communities in the line's three-county area began mounting efforts to save the entire railroad from being taken up, but only time will tell if they are successful. Undoubtedly they have cast envious eyes on the old K&T 17 miles to the north, which survives as a tourist railroad, the Big Fork Scenic.

Today, south of the yard in Oneida, ballast and crossties are piled across the railroad's old main line, prohibiting any further use. Probably the last train has already run on the old Tennessee Railroad, but for three Cincinnati railfans, those old Alcos are still charging up Tunnel Hill. ■

At Stanley Junction (below), three RS1's met us, and would become our lead power, with three cars separating them and our two units. Assaulting Tunnel Hill (right), it was sometimes possible to see back to our caboose.

1946: Dream trains, diesels, and demobilization

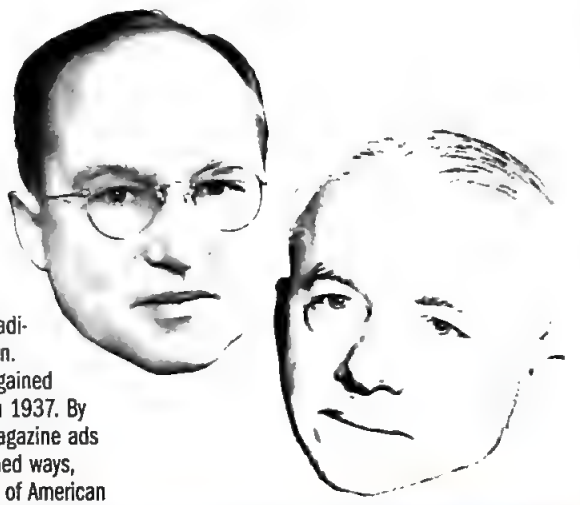
ROBERT A. HADLEY

HERE COME THE STREAMLINERS: Little Pere Marquette Railway, soon to be merged into parent Chesapeake & Ohio, fields the first new postwar streamliners–the Detroit-Grand Rapids *Pere Marquettes*–on August 10 (that's train 3, above, at Delray in Detroit, in 1947). Other streamliners launched in 1946: N&W's *Powhatan Arrow* (with prewar equipment), L&N's *Georgian* and *Hummingbird*, C&EI's *Meadowlark* and *Whippoorwill*, and Central of Georgia's *Nancy Hanks II*. The year sees the railroads order 1930 passenger cars, signaling a flood of new and re-equipped trains in the future. Pullman-Standard builds 7 cars a day, but the pace is hampered by materials shortages as the nation retools for a peacetime economy.

A TROUBLED BIRTHDAY: As the Pennsylvania Railroad, for decades the nation's largest carrier, celebrates its centennial, it's also experiencing the first money-losing year in its history. The deficit is an ominous foreshadowing of railroading's future, particularly in the East. Artwork by Frank Reilly, used on PRR's 1946 calendar and timetables, shows the road's 100 years of motive-power progress. Still a leader in some ways, Pennsy installs its unusual Trainphone communication system on the Harrisburg-Altoona, Pa., main line.

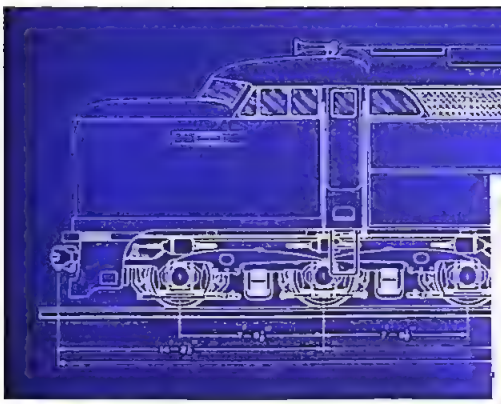
ALL CLEAR: Wartime passenger-service austerity melts away in this first full year since the end of hostilities. Sleeping cars return to runs of less than 450 miles; barber and red carpet are reinstated on the *Century*; UP reopens its Sun Valley (Idaho) resort; New Haven brings back snow trains to the Berkshires; ads encouraging patronage reappear in the *Official Guide*; schedules are speeded up.

PERSONALITIES: Two very different men—John W. Barriger III (near right) and Robert R. Young (far right)—flash across the year's headlines. "JWB," a career railroader and new president of the Monon, takes the sickly carrier by storm with his "Super Railroad" recipe of diesels, new and better passenger trains, gentle grades and curves, double-track, higher speeds—traditional railroading writ large and modern. Young, by contrast, is a financier who gained control of the Van Sweringen empire in 1937. By '46 the onetime outsider is running magazine ads berating the industry for its old-fashioned ways, pulling his roads out of the Association of American Railroads, and exploring unproven new technology.



BARRIGER: FABIAN BACHRACH; YOUNG: NYC

COAST TO COAST . . . AND THE STRIKES: On March 31, through operation of sleeping cars between New York/Washington and San Francisco/Los Angeles begins. Ten railroads operate nine car lines, with a tenth line added June 2. Passengers generally vacate the cars during the Chicago layovers, which often involve transfer of the cars between stations. . . . Labor unrest boils over on May 23 when the trainmen's and locomotive engineers' unions walk out. This first nationwide rail strike since 1922 is ended two days later under threat of federal intervention. . . . A month-long strike by coal miners brings the nation to a near standstill because the railroads can't get fuel for their locomotives. It's a powerful demonstration of the importance of railroads—and the advantages of diesels.



DIESEL LOCOMOTIVES

New in mass production, they begin to replace the old iron horse

NEW DIESELS: Three locomotive builders—and one shipyard—introduce new diesel models. Alco launches its RS2 road-switcher, FA freight cab unit, and PA passenger cab. The first PA is picked as Alco's 75,000th locomotive, unveiled at New York's Waldorf-Astoria Hotel, becomes Santa Fe 51, and gets mainstream magazine coverage (right). Fairbanks-Morse's "Erie-builts" (above) are for passenger or freight service. Baldwin builds its first road-switchers and center-cab transfer units. Most unusual is Ingalls Shipbuilding Co.'s "4S," a turret-cab, vestibule-ended job bought by Gulf, Mobile & Ohio. Ingalls plans a big line, but builds only this one unit.

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A South Bend tradition

The sign touts Kreamo Bread, but *my* memories are of orange South Shore cars, street-running, and a pocket-size coach yard

IT WAS ABOUT 14 YEARS before this evocative slide was snapped by my late train-chasing buddy Hank Goerke that I first stepped off a South Shore train onto La Salle Avenue here. I was 12; my sister, Janis, is 4½ years younger. We lived in Homewood, a suburb 23 miles south of Chicago's Loop on Illinois Central's main line.

On the hot July Saturday in question, we were going to have company that evening, and Mother wanted to clean the house, free from the rest of the family. Dad, being a railroader, had a solution—a train ride to South Bend.

Other than the photo at right and one other—slides belatedly discovered long after I'd penned this little tale "for future use"—there is no known record of the trip. Dad did think to pencil "July 1953" on the gray-and-red slide mount, which pegs the date (I'd been guessing 1952), but nonetheless, a few memories of that day have forever been indelibly etched in my mind.

The first incident was the most momentous. We took an Illinois Central suburban train from Homewood up to "115th Street Kensington," as the conductors always called out, the common single-platform stop at the junction (visible in the photo at right) where South

South Shore Line's downtown South Bend station area (above) holds many memories, the first one stemming from a ride in 1953, which began for Janis and me and Dad at Kensington (right).

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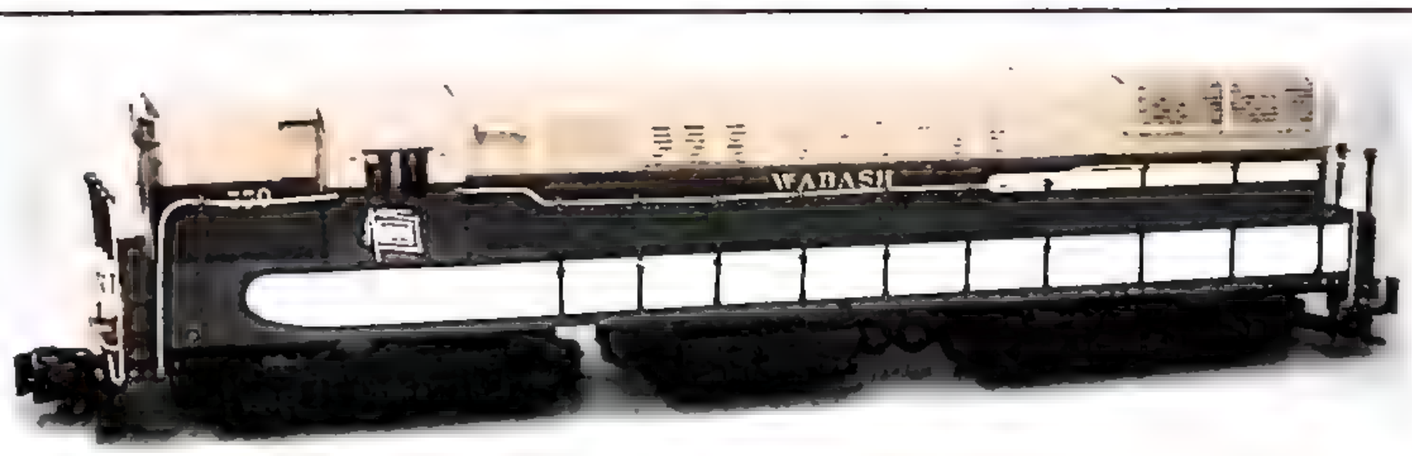

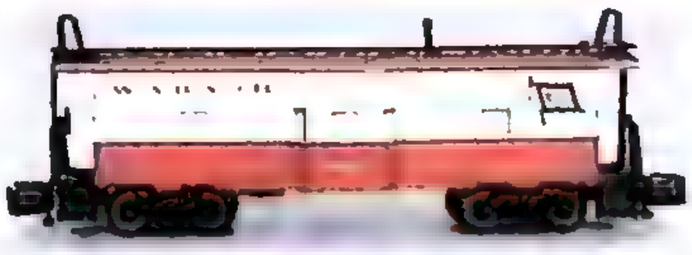

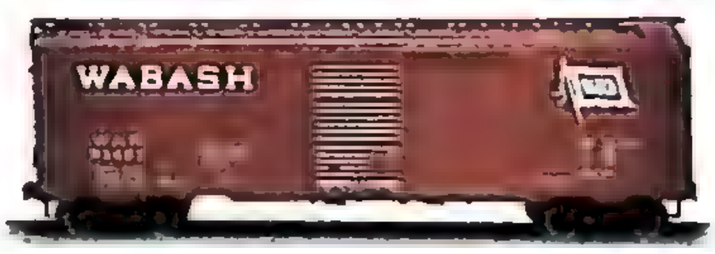

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Shore trains leave their IC suburban-line trackage rights from Chicago's Loop and cross the IC mainline tracks to head for Indiana.

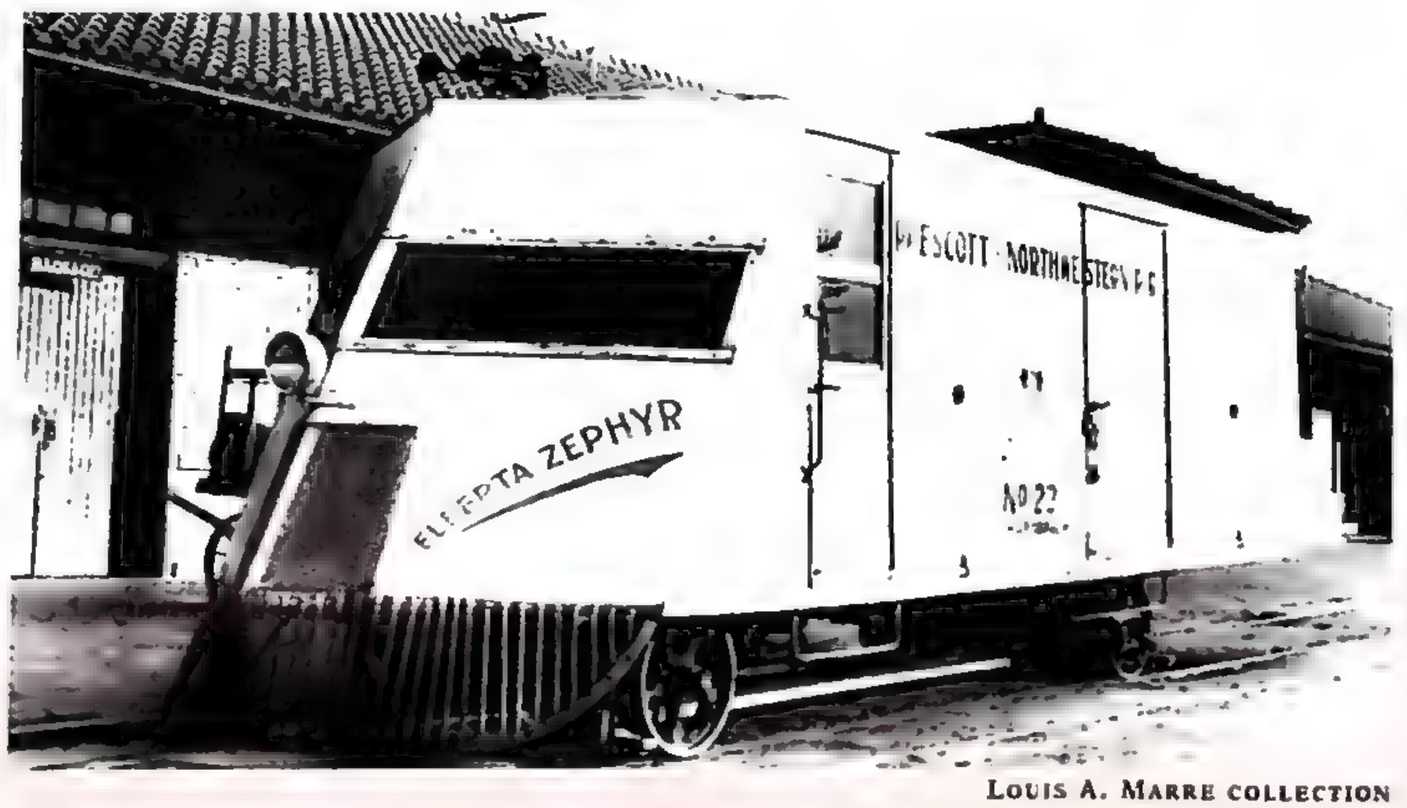
We waited that hot, humid morning on the wooden Kensington platform. Soon came our South Shore train, a cheerful orange in contrast to IC's drab Pullman green suburban M.U. cars. The South Shore train had at least two cars. We said "South Bend," and were directed into the lead car, standard practice as I would learn in coming years. The rear car, or cars, would detach at the Michigan City shops, leaving a single car to run in true, fast interurban style through the countryside of La Porte and St. Joseph counties.

The instant we slid open the vestibule end door of the lead car, we were hit by refreshing, ice-cold air. Unlike the IC electrics—the cars of most of my prior train-riding experiences—this South Shore car was *air-conditioned*! It was my first encounter with this modern marvel, at least on a train.

Off we rambled for the not-quite-two-hour ride to South Bend, enjoying the view through the large picture windows of our car (105, to judge from a so-so slide Dad snapped in South Bend), one of the 10 late-1920's Pullman combines lengthened in the 1940's and later among 18 cars given air-conditioning and the big windows. Trains ran hourly, and from timetable research today, I'm guessing we were on train 13, which arrived at 11:15. Trains back to Chicago left at 35 minutes past the hour, so we had a layover of at least 1 hour, 20 minutes, or more likely 2 hours, 20 minutes, which would put us back into Kensington at 3:21 p.m. and home in plenty of time to clean up for company.

Upon arrival in downtown South Bend, we stepped onto La Salle Avenue from cool comfort into the heat and humidity of midday and then strolled eight blocks south down Michigan Street, a South Bend main drag, to Union Station, which served the New York Central and Grand Trunk Western.

If we saw any trains there, I don't remember them, but I do recall we then walked back north on Main Street, a block west of Michigan, and stopped in



LOUIS A. MARRE COLLECTION

A peach of a 'Zephyr'

PRESCOTT & NORTHWESTERN, a 31-mile pike in Arkansas, cobbled together this contraption in 1939. Once a week, a steam-powered mixed train plied the P&NW, known as the "Elberta Route" for a variety of peach grown in the area. On other days (Sundays excepted), this four-wheel motor car handled mail, express, and l.c.l. freight only. No. 22's rakish prow bears the name "Elberta Zephyr," but one doubts the Burlington Route, Electro-Motive, or the Budd Company knew anything about it.

a restaurant on the east side of the street for lunch. In due time we returned to the South Shore station and reversed course for home; I wouldn't bet against both me and Janis having caught some shut-eye westbound.

In Hank's May 1967 photo that leads this presentation, note the advertisement for Kreamo Bread, "a South Bend tradition." That may be, but *my* South Bend tradition was those delightful orange cars, their street-running, the storefront station, and the pocket-sized coach yard down the little grade beyond Michigan Street and the Michiana Hotel (whose tower shows above the car), across the St. Joseph River bridge on the north side of the street.

Beginning in 1959 or so, Dad and I, and then I and my friends from our new home in the Detroit area, would trek to this place frequently and photograph many South Shore cars. We took a night shot or two, and several times we'd pace, or race ahead of for photos, the orange cars running down La Salle and Colfax avenues and Orange Streets, until the railroad pulled back to Bendix station at the west side of town in 1970. With that retrenchment, *my* South Bend tradition, the one that began on my first air-conditioned train ride, was gone.—*J. David Ingles*

My 'bad-luck' engine

For a Santa Fe fireman and a 4-8-4, three weeks in 1943 tragically proved the truth of an old axiom

MY STORY TAKES PLACE in 1943, when steam locomotives were supreme, and tells about my experiences with Santa Fe 3751-class 4-8-4 No. 3760.

I was firing in passenger service on train 20, the *Chief*, between Los Angeles and Barstow. Our locomotive was the 3760, a good-steaming, good-riding engine. We departed on time from Los Angeles Union Passenger Terminal at 12:01 p.m., and arrived at San Bernardino on time. We took on water and picked up a helper engine for the climb up Cajon Pass. At Summit, we cut off the helper and proceeded downgrade

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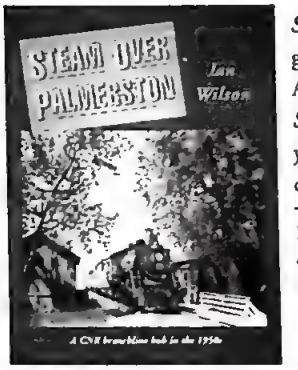
by Ian Wilson



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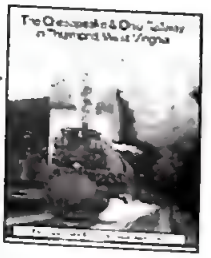

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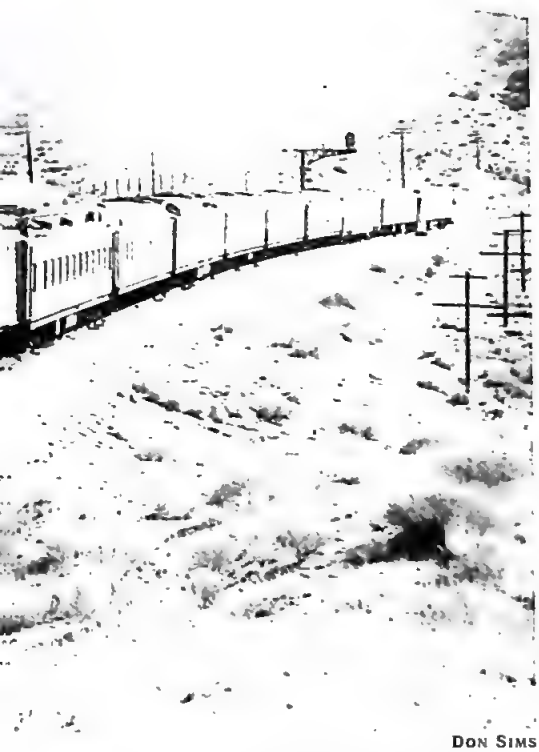
through the 40-mph curve at Lugo and the long tangent into Hesperia on the left-handed double track. On this stretch we passed a long Santa Fe freight train working westward up the grade.

Through Hesperia, we were running at track speed: 90 mph. As we approached the town's only road crossing, with our whistle blowing long and loud, the caboose of the westbound just cleared the crossing. Suddenly there was a loud *crash* and we had an automobile wrapped around the 3760's pilot and smokebox. Joe Murray, the engineer, instantly put the train brakes into emergency, but at 90 mph, we traveled about one-and-a-quarter miles before we could get stopped.

The investigation determined that the automobile was driven by a salesman, who was instantly killed. He had worked the area for some time and had a packet in the front seat of his car containing some $1500 in cash, which upon impact was strewn along the right of way for the mile and a quarter.

At the time, our passenger engines worked between Los Angeles and Kansas City in a pool, meaning we would get them back about every five days. On the next trip west for 3760, I caught her out of Barstow on No. 23, the *Grand Canyon Limited*. It was then an evening train out of Barstow, and as we were coming into San Bernardino at Fifth Street tower, the 3760 encountered some more bad luck.

The Fifth Street crossing was pro-



DON SIMS

Santa Fe 3760, author Elwood's "bad-luck" engine, leads the second section of the *Grand Canyon* west near Hesperia, Calif., in the 1950's. Preserved sister 3751 still runs occasionally.

tected with gates, but an auto had run through the gate, and since the other side was also blocked by a gate, the car was trapped on the track just as we entered the crossing. Our locomotive struck the car, and a person was ejected from it onto the track and killed.

About two weeks later I was on the 3760 again, this time on No. 3, the *California Limited*. We had just pulled into LAUPT, where the platform tracks were all stub-ended. Short of the end, there were crossovers to what were called release tracks, which allowed us, hav-

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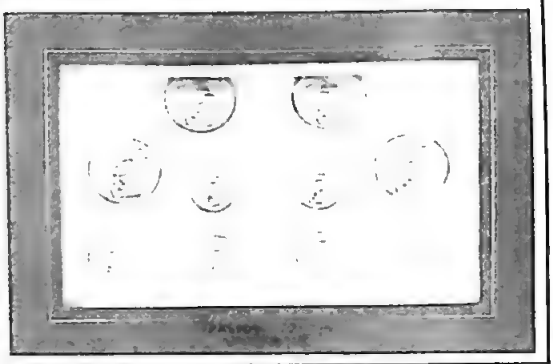

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ing headed into the depot, to cut off the locomotive from the train and run in reverse to the roundhouse. Car inspectors worked the incoming trains, disconnecting the steam, air, and signal lines. As we backed up, apparently a carman did not look when he backed away from between the cars and was struck by the tender of our locomotive, thrown under its wheels, and killed. The 3760 had claimed another victim. I am sure you can readily see why I termed the 3760 "my bad-luck engine."

In relating these tragic events of so many years ago it is not my intention to downplay the deaths of these individuals, but to reiterate the point that safety was, and remains, of utmost importance on any railroad. Even the smallest lapse can result in tragedy. I had a railroad career of 44 years, and many incidents remain vivid in my mind. There was a saying around the railroad that accidents always come in threes. In the case of the 3760 and me, that saying was true.—*Jack O. Elwood*

Mrs. White's final journey

An adventurous 1956 trip from New York took on a surreal quality on the last leg, at Bangor, as my Maine Central local began its trip to "Callous"

THE EASTER HOLIDAYS of my junior year of high school (1956) held an allure seldom matched and never surpassed. I had an invitation to stay with some family friends who lived in a lighthouse off the coast of Maine, in itself a singular adventure. Getting there, at least for me, was also an adventure. My home of the moment was near New York City and, naturally, I would take the train.

The bulk of the trip was what might be called, for me, a virgin experience. I would take the New Haven, on whose rails I'd never ventured beyond Stamford, Conn., to Boston, and change stations to ride a Boston & Maine-Maine Central through train, via Portland, for Bangor. From there, MEC would take me the last lap to Ellsworth, on the line to Calais (in Maine, that's pronounced "callous"). It would be at Bangor where I'd have a surrealistic rendezvous with a certain Mrs. White.

My adventure started with an afternoon departure out of Grand Central. By the time the train rolled into Boston's South Station in early evening, rain was slashing from a black and unforgiving sky, so rather than sample the transit system, I treated myself to a taxi to get to North Station.

I had a layover of a couple of hours or so, and luckily the station newsstand was not only still open but had in stock the April issue of TRAINS. (A sidebar here: I had been in the U.K. two years previously and had wallowed in steam, glorious steam, with nary a diesel in sight, but in this issue of TRAINS was a piece about British diesel power! That mere concept, plus the lateness of the hour, put me in a cranky mood that did not improve when I beheld my night's accommodation.)

My train, No. 21, the *Penobscot*, although ostensibly a Boston & Maine operation, was a mixed bag. On the tail end were a sleeper and coach in the blue and gray of the Bangor & Aroostook, which would be separated at Northern Maine Junction to carry on to the remote community of Van Buren, hard by the Canadian border. Forward were the sleepers and coaches for Bangor.

"Where to, sir?"

Sir? I was only 17! "Bangor."

"Coach or sleeper, sir?"

There it was again! "Coach."

"Right here, sir. This one."

"This one" had to have been the most woebegone and pathetic coach from the B&M's entire inventory. It was actually a commuter coach, complete with non-reclining walkover seats that held one at the same sort of attention required of cadets at West Point when at the meal table.

To add to the discomfort, the coach lights were all-or-nothing, and would burn with searing brilliance all night long. I was able to secure two seats fac-

ing each other, but whatever my efforts, I could not get comfortable. I sat or lay sideways. I tried the fetal position. I set up my duffel bag (God forbid I should show up at a lighthouse via a lobster boat with a suitcase) between the seats and lay across the whole issue, my backside supported by the duffel bag. This seemed to work.

I dozed off, awakening near daybreak at Northern Maine Junction. During the night, the rain had turned to driving snow, and my duffel bag had compressed to half its previous height, putting me into a pretzel-like sag. Now I had a screaming backache in addition to a quasi-hangover from too little sleep. It was a nearly crippled me who disembarked at Bangor to connect with the "Callous" train, which stood directly across the platform.

There had been no diner on the train from Boston, there was no diner on the Calais train, and no time to find a place for a bite of breakfast. My misery was now compounded by malnutrition, and my stomach gurgled and squealed as if I were digesting myself.

This was when things got really surrealistic. I boarded the Calais train and sat down ahead of two Maine ladies, dressed in their traveling finest and sitting at West Point attention. The moment I took my seat, a baggage wagon rumbled past outside, bearing its sad cargo of a plain casket.

"There goes Mrs. White," said one of the Maine ladies in the laconic style of their habitat.

"Ay-uh," said the other Maine lady. "When'd she pass?"

For me, "pass" was a new expression, at least in this context.

"Thursday evenin'," drawled Maine Lady No. 1.

"Sick a long time, eh?"

"Ay-uh, long time. Went without a fuss, though, I heard. Real quiet, like."

"Where's the funeral?"

"Callous."

"What time?"

"Eleven, I heard."

"Mercy, then. This train better get goin'."

"Ay-uh. You got that right. Pity if Mrs. White were late to her own funeral."—*Steven Duff*

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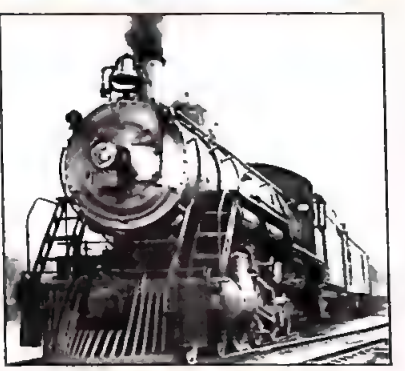

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Birneys big and small in Kansas

Down in the southeastern corner of Kansas and northeastern Oklahoma, the Union Electric Railway was a gritty survivor. UER dated to 1907, when the Union Traction Co. acquired the street railways in Independence and Coffeyville, Kans., and built a 20-mile interurban line to link them. Extensions to Parsons, Kans. (opened in 1912), and Nowata, Okla. (1915), topped out system mileage at 86. Serving no towns of more than 20,000 population, the operation might have been an early casualty of the automobile and the Depression. Indeed, it was in dire financial straits, including a 10-year receivership that ended in 1937 with Union Traction reorganized as Union Electric, from 1921 on. Nevertheless, UER continued its city, interurban, and carload freight operations by cutting plant and equipment maintenance to the bone; acquiring lightweight, one-man cars; and keeping ridership up with a rock-bottom fare of 1 cent per mile. A lack of bus competition in the area also helped. Union Electric made it to World War II, the temporary savior of many shaky rail operations, but found itself more worn-out than ever when traffic subsided in 1945. The operation survived essentially whole until July 1947, when rail passenger service was discontinued; freight haulage ended a year later. The two cars in this March 23, 1940, scene in Independence are single-truck Birney No. 15, a 1922 Osgood Bradley city car acquired secondhand from Providence, R.I., and double-truck Birney No. 73, built new for United Traction interurban service in 1925 by Brill subsidiary American Car. When Union Electric quit, it scrapped the small Birneys but sold the big ones to Oklahoma's Sand Springs Railway.

To School
VIA
Interurban
1d PER MILE

FRANK E. BUTTS PHOTO; KRAMBLES-PETERSON ARCHIVE COLLECTION

Domes debut on the GM&O, flatlands or not!

A doubly historic occasion called for the proper front-row seat to be occupied

CONTRARY to popular belief, Illinois is not all flat, although most of the Chicago-St. Louis corridor admittedly is. So, while it wasn't prime territory for dome cars, that didn't stop Amtrak from assigning some in late 1971 to its new St. Louis-Milwaukee trains ["One Day at . . . Joliet, Ill.," by George Hamlin, pages 58-63].

As a rail journalist and charter officer of the Gulf, Mobile & Ohio Historical Society, I had to be present for the historic occasion—not only of riding *through* Chicago without change, but in camping out upstairs on what is believed to have been the first revenue run of a dome coach on the GM&O.

With Carol, my bride of 14 months, I was on board the first *Prairie State* with that bunch of Wisconsin dome-hoggers that George Hamlin ran into when he boarded at Glenview. Carol and I were bound for a weekend visiting friends in our former home city, Springfield, Ill., and I made sure to be in the proper seat in the dome to photograph the meet with the northbound *Abraham Lincoln*.

Amtrak ran domes on the route off and on, even after the through-Chicago trains ceased, but not after it applied head-end power to a few. We always thought the Missouri River running across the Show-Me State of the Chicago-K.C. *Ann Rutledge* would've made a good dome-car route, but Amtrak kept the HEP domes on the likes of the *Capitol* and *Lake Shore* limiteds.—*Dave Ingles*

J. DAVID INGLES

The Amtrak trains George Hamlin rode to and from Joliet meet in downstate Illinois on GM&O.

Rensselaer's own railroad

But for World War II, Bill Middleton and his fellow "Boomers" ["The Trains of Troy," pages 22-35] could have enjoyed a form of railroading right on the Rensselaer Polytechnic Institute campus with the Rensselaer Central, writes RPI alumnus Harold C. Crouch:

"Engine 870, a one-sixth size, 9½-inch-gauge 4-4-0, was donated to RPI in the mid-1930's. Students then formed a club to operate the live steamer. First, they had to get the boiler inspected and certified by the New York State Bureau of Boiler Inspection, which allowed 100 psi operating pressure. Meanwhile, the civil engineering students graded and laid track in a vacant lot behind the freshman dining hall. At the golden spike ceremony, retired New York Central locomotive engineer Bob Butterfield, who had run the original No. 870 years before, manned the throttle.

"The previous owners ran the model only on compressed air, and we had to correct some flaws in the smokebox before No. 870 ran well as a steamer. After a batch of cannel coal gave off tar that plugged boiler tubes, we used soft coal from the RPI powerhouse. Boiler water supply was a problem, as the injectors that came with the engine were quite temperamental. We fixed that with two Penberthy injectors from a steam roller.

"The club often discussed a second locomotive, and finally C. R. McCray, class of 1940, designed a 4-6-2 for us as his thesis. We began building it, but by then World War II had started. The Institute curtailed extra-curricular activities to gear up for the war effort, and the Rensselaer Central was torn up to make room for an infirmary. I believe No. 870 is somewhere in the Pacific Northwest, and only hope it hasn't been scrapped!"

The Rensselaer Central may be gone, but RPI has an extensive HO model railroad. For photos and more information, go to www.railroad.union.rpi.edu.

Cleveland terminal symposium

Reader Gary Spencer of Hiram, Ohio, who wrote to say how much he enjoyed Herb Harwood's article on Cleveland Union Terminal [Spring 2005, pages 20-31], advises us that a Cleveland Union Terminal 75th Anniversary Historical Symposium is planned for June 24-26 at the terminal. To learn more, go to www.clevelandunionterminal.org.

Full story of a Stein photo

From David A. Strassman, a former TRAINS art director now living in Kentfield, Calif., comes a correction to the caption for the photo on pages 28-29 in our Richard Steinheimer tribute in the Winter 2004 issue. It seems the man in the photo wasn't really the station agent:

"In 1964, Stein and I were working on his book *Western Trains* [co-authored with Don Sims, published by Golden West Books, 1965]. We had flown to Boise to see Hank Griffiths about using some of his work in the book, and then spent a day with Hank at some of his favorite photo spots. Stein was poised outside the station at Horseshoe Bend, Ore., looking through the windows at the oncoming train, when he turned to me with one of his typical low-key, unhurried suggestions, 'You know, if you wouldn't mind standing over there, I think I could get you in the shot with the train.' After we returned to San Francisco, Stein gave me an 8x10 of the shot, but I believe this is the first time it has surfaced in 40 years!"

Great days on the BC&G

Also from the Winter issue, Jack Wheelihan's story "School of Steam" [pages 32-36] prompted Edward J. Kaspriske to share some memories:

"In 1962, Jack, the late Bud Rothaar, and I made a trip to the Buffalo Creek & Gauley in Jack's brand-new Pontiac Grand Prix. At the Dundon enginehouse —deep in pick-up truck country—the

day's train crew came over to admire Jack's car. Fireman Ab Wilson looked at Jack through his squinty eye and said, 'That there is a Pontiac, ain't it?'

"We learned that 2-8-0 No. 4 would be heading out to the B&O interchange to get empties for the Widen mine. After we got some shots at the interchange, Jack pointed the Pontiac toward Cressmont, start of a great pacing stretch. Soon the 4 came along, making quite a commotion, and we began pacing her.

"As we paced along, what with the racket the 4 was making, and Ab Wilson's antics (he was making like he was going to spit his wad of chewing tobacco on the Pontiac), Jack got so caught up in the action that he got us off the road. There we were, stuck at a 45-degree angle in the soft dirt and ash on the bank of Buffalo Creek. The train kept going. The Pontiac had only a scratch in the right door, Jack and I were somewhat shook up, but Bud didn't fair too well—seems his 4x5 Super Graphic had slammed into his arm! He was bleeding, but we patched him up.

"About that time, along came a Jeep from the Georgia-Pacific lumber mill at Swandale. A man got out and said, 'You fellas got a might bit of trouble! Don't think this Jeep can pull out though.' He told us a log truck was behind him ('He ought to be able to help'), and drove off.

"Soon, along came a 1954 Ford F600 tractor, with a skeleton trailer loaded to the hilt with logs. The driver looked for all the world like Hoss Cartright on *Bonanza*. We asked him if he could help. 'Got 10 forward speeds—one of 'em ought git y'all out!' He got a chain out, wrapped it around the Pontiac's front suspension, attached it to the rear of the trailer, hopped in the truck, put it into granny low, and dragged us back on to the road! We were elated, and gave him a $20 bill, a tidy sum for Clay County, W.Va., in those days.

"Later, as we related our tale to BC&G General Manager G. Richard Manning, he told us the truck's driver was Biggins FitzWater, and that he must be the richest man in Swandale!

"Those were great days on the BC&G. Bud Rothaar, Gene Gentsch, and I made our first trip there in my 1961 Corvette, but that's another story." ■

Bob Caruthers

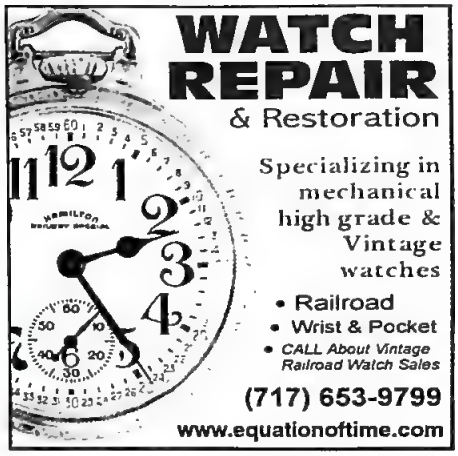
Robert "Bob" Caruthers, 79, best-known of the latter-day employees of the Buffalo Creek & Gauley at Dundon, W.Va., died January 20. Caruthers served as locomotive hostler until the last BC&G steam run in 1965. When the BC&G was reactivated in the 1970's, he hired on as a diesel locomotive engineer, a job he held until he retired. He stayed in Dundon, living across from the old BC&G shop site. He was mentioned in many BC&G books and articles, including Jack Wheelihan's "School of Steam" in Winter 2004 Classic Trains.

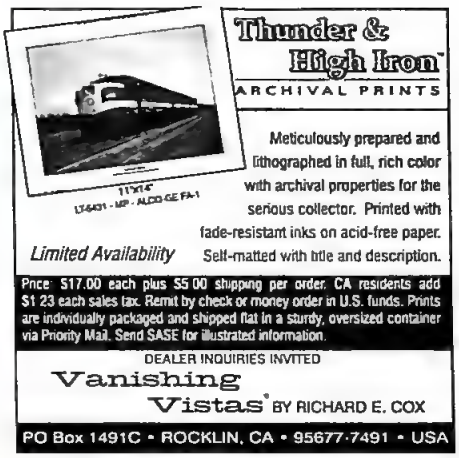
C. Kevin McCabe

C. Kevin McCabe, 51, died October 11, 2004, in Winfield, Ill., after a battle with cancer. An attorney with a Chicago Loop firm, McCabe was a leader and officer at the Illinois Railway Museum. He related Jack Price's tale of firing an Illinois Central 4-8-2 in "Tired Locomotive" in Fall 2003 Classic Trains. A native of Springfield, Ill., McCabe had a career in the aerospace industry before returning to school. He graduated from University of Michigan Law School in 1978; as an attorney, he specialized in transportation litigation.

Vernon L. Smith

Vernon L. Smith, 93, whose career spanned the transition from steam to diesel and who may be best known in our field for his 1979 series "Diesel from D to L" in Trains, which explained how diesel-electric locomotives work, died February 12 in La Grange, Ill., of complications after surgery. As a teenager, he fired steam locomotives for Virginia Ore Mining Co. in Minnesota, and wrote about the experience in "Night Passage" in the Spring 2000 Classic Trains. After receiving a degree in mechanical engineering at the University of Minnesota, he went to work at Differential Steel Car Co., and then Lima Locomotive Works in 1937. In 1938, Lima transferred him to Franklin Railway Supply Co. to work on poppet-valve gears. He left Franklin in 1944 to join the Santa Fe as assistant engineer of tests, and rose to acting general supervisor of diesels. In 1953 he joined the Belt Railway of Chicago, and became its superintendent of motive power. "The Pyramid," a memoir from his BRC days, appeared in the Winter 2000 Classic Trains. Smith retired in 1976. His autobiography, *One Man's Locomotives*, was published in 1987.

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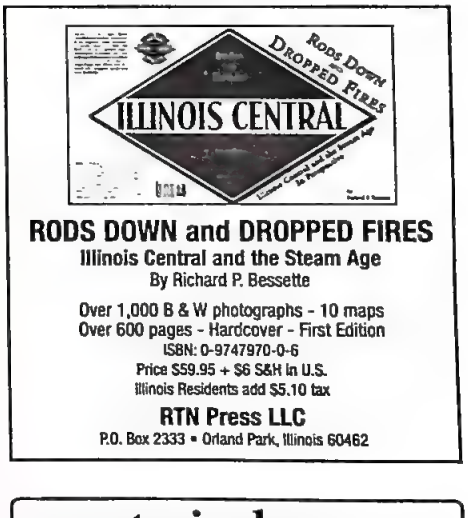
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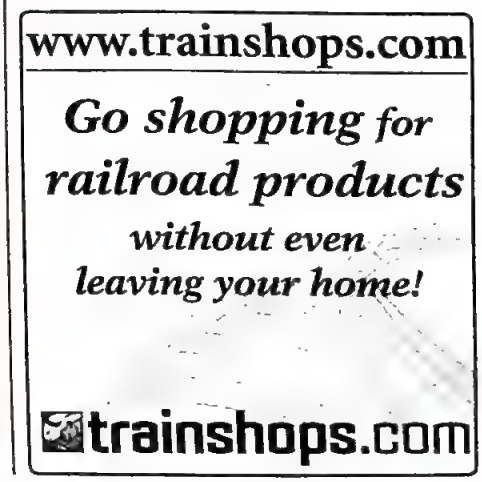

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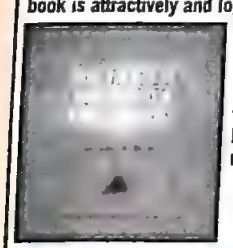
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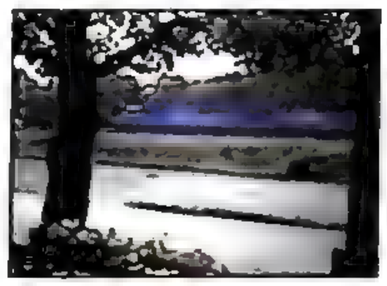

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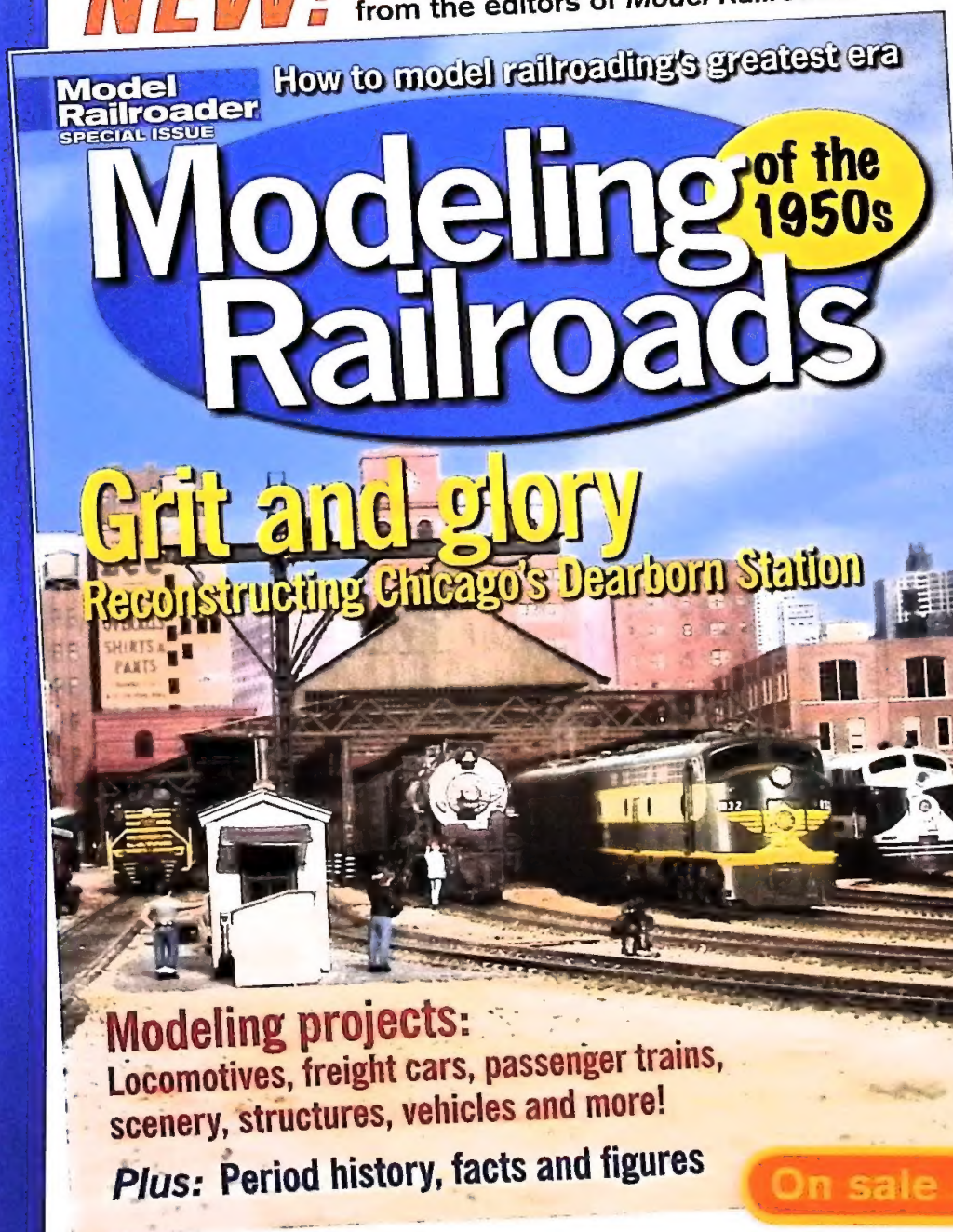
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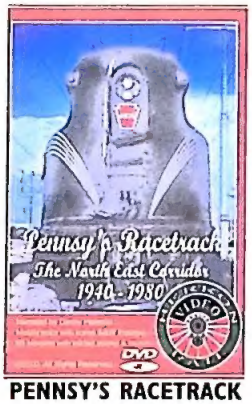

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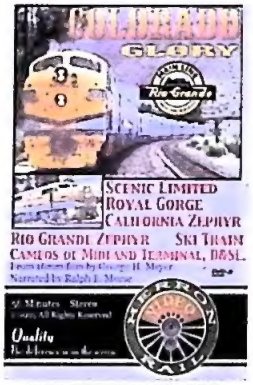

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